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WEEK DAYS									
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon...	6.40	9.15	10.30	13.00	1.15	4.35	5.25	7.10	
Yau-mat...	6.50	9.24	10.39	13.09	1.24	4.44	5.38	7.19	
Shatin...	7.03	9.38	10.51	13.21	1.38	4.58	5.51	7.31	
Tai-po...	7.16	9.49	11.04	13.34	1.49	5.09	6.04	7.44	
Tai-po Market...	7.31	9.53	11.18	13.48	1.53	5.23	6.18	7.58	
Fanning...	7.38	10.08	11.23	13.53	2.03	5.33	6.28	8.08	
Shung-shui...	7.39	10.07	11.22	13.52	2.07	5.32	6.27	8.07	
Shum-shan...	7.43	10.13	11.28	13.58	2.13	5.34	6.29	8.08	

SUNDAYS AND PUBLIC HOLIDAYS									
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon...	6.40	8.35	9.15	10.30	12.00	2.25	5.25	7.10	
Yau-mat...	6.50	—	9.24	10.39	12.09	2.31	5.38	7.19	
Shatin...	7.03	—	9.38	10.51	12.21	2.43	5.51	7.31	
Tai-po...	7.16	—	9.49	11.04	12.34	2.56	6.04	7.44	
Tai-po Market...	7.31	—	9.53	11.18	12.48	3.00	6.08	7.48	
Fanning...	7.38	—	10.03	11.18	12.43	3.11	6.20	7.58	
Shung-shui...	7.39	9.12	10.07	11.22	12.52	3.15	6.24	8.02	
Shum-shan...	7.43	9.18	10.13	11.28	12.58	3.21	6.30	8.08	

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OUR LONDON LETTER.

BRITISH PUBLIC INTEREST IN CHINA ON THE INCREASE.
SOME PEN PICTURES OF RECENT DEVELOPMENTS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 7th.

FORMER HONGKONG CLERGYMAN.

A former Hongkong clergyman has just received preferment at the hands of the Bishop of Chelmsford. This is the Rev. George Alexander Bunbury, vicar of St. Catherine's, Leytonstone, who has been appointed to the living of Broomfield, Essex. The new Vicar, who was educated at Oxford and Wylliffe Hall, may be recalled by readers in Hongkong as C.M.S. missionary of the Diocese of Victoria, Hongkong, from 1908-1910. In 1899 he was appointed principal of St. Paul's College, Hongkong, which post he held until 1913. From 1900-1913 he was chaplain to the Bishop of Victoria. He also acted as chaplain at Christchurch, Canton, and as examining chaplain to the Bishop of Kwangsi, Hunan.

Returning to England he was vicar of Colchey, Lincolnshire, from 1914-1920, and during this period served for a time as a temporary chaplain to the Forces. Mr. Bunbury has been four years at Leytonstone, where there is a big working class population. Broomfield is a typically old-world English village near Chelmsford, and the parish church has the uncommon distinction of possessing a round tower.

THE PRIME MINISTER'S SALARY.
It will probably surprise some to learn that the Prime Ministers of England are not able to make ends meet on their official salary. Mr. Ramsay MacDonald raises this important point in an article published a few days ago in "The Prime Minister of England," when he calls attention to the insufficiency of the Premier's pay. The salary of the post is now £5,000, and not a half-penny more, and of that the State deducts about £1,500 in taxes, while according to the ex-Labour Premier, 10, Downing Street, makes a heavy inroad upon and is not an addition to the salary, and "Chequers," that gracious gift of peace and refreshment, though it may properly be added to the enjoyment of the office, must be regarded as a minus quantity in its cash calculation.

Mr. Prime Minister but leaves No. 10 a poorer man than when he entered it, and, contrary to popular misconception, there is no pension attaching to the post. It would not be unreasonable if the salary were made free of income-tax.

DOMINION LOANS.

I hear that the raising of the loan in London on loans for the Dominions, announced this week by Mr. Churchill, the Chancellor of the Exchequer, was chiefly the result of pressure by Australia. The fact that in a list of forthcoming issues six loans are from the Australian Commonwealth has naturally had some influence. These six loans amount altogether to £20,000,000, and the greater part of this vast sum will be devoted to the purchase of British goods. It is said in the City that the Australian Agents-General put it up to Mr. Amery, the Dominions Minister, that of the money borrowed in the London market in the last 18 months by Australian States, amounting to £16,000,000, less than £1,000,000 left Britain in the form of gold.

This is the kind of argument that is bound to tell, especially now that there is such a serious demand on all sides to give the industries of this country a helping hand. Mr. Amery was impressed, but he found it a hard task to impress the Treasury and the Bank of England. These authorities were, of course, thinking of the export of gold, having regard to the recent return to the gold standard. They were all for going slowly, and were committed to the policy of retaining the embargo for some time to come. However, the ban has been raised, and naturally the Dominion representatives here are delighted.

PEN PICTURES OF CHINA.

The interest which is now being shown in China and the Chinese is amazing. After years of seeming indifference the daily papers are publishing articles on China very frequently, and the heavy magazines are not going to be outdone. The *Nineteenth Century* has two articles in the November issue published this week—"The Anti-Christian Movement in China" by the Rev. A. M. Chirwin, and "The Chinese Student at Work" by Mr. George W. Keeton. The latter is a University lecturer's estimate of the mental calibre of the young Celestial, and it is not flattering to him. His "most prominent characteristic," we read, "when entering some 'institution' devoted to higher education is his extremely limited mental outlook."

THE VALUE OF WEMBLEY.
The final closing of Wembley a few days ago has naturally evoked expressions of regret; nearly all the editorial writers have dropped a parting tear and sighed gracefully within the compass of leaderette. I believe there is a consensus of opinion that the Exhibition was well worth while—that all the heavy expense involved was justified. All the same, I am inclined to think that a fair proportion of the money expended is somewhat like the bread cast upon the waters which will return after many days. As a means of stimulating British trade Wembley can scarcely be called a success judged merely by the amount of business orders firms who had stands there are able to trace to the Exhibition; but as a fine advertisement of the British Empire's illimitable resources there is no question that the great show was successful.

POLITICS AND THE PUMP.
A temperance campaign on a national scale is in full swing in the Provinces under the auspices of certain bishops of the Church of England and leading people in the Free Churches. The organisers are hard at work ostensibly to bring about Local Option but in reality to engineer a measure of Prohibition. You learn that Prohibition is the ultimate aim of the apostles of cold water because they cannot keep the tell-tale word out of their platform speeches. It slips out at every meeting. The constant repetition of the word reminds one of poor Mr. Dick and King Charles's head.

The tactics are different from those adopted a few years ago when Mr. "Pussyfoot" Johnson came to London, flushed with the victory of the Prohibitionists in America, and started a raging, tearing, tearing campaign to make old England go "dry." All Mr. Johnson did, however, was to give a new word to the language to denote a "kill-joy" where other people are concerned. The country would have nothing to do with Prohibition then, nor will it now. I believe, although "the National Temperance Campaign of the Churches" as the present campaigners style themselves, are appealing to John Bull to turn from potent beverages and patronise the pump.

WHAT WILL THE LIBERALS DO?
The generally interesting question at the moment is what the attitude of the Liberal Party will be to this teetotal stunt. The religious zealots who are beating the drum for Prohibition which they have camouflaged as Local Option want to get the Liberals to make the question a plank in their platform, and Mr. Lloyd George is half-disposed to oblige them. But the Liberal party managers are against it.

I believe if the Liberals are foolish enough to adopt the Local Option slogan it will mean the end of them as a political party. After the last General Election they went back to the House of Commons so reduced in numbers that a charabanc could have accommodated them; but as champions of teetotalism in the present, and Prohibition in the future, I think a motor-car would be quite big enough to carry the party after the next election!

AMERICAN AND BRITISH MOTORS.
I learn that the persistent efforts of American motor interests to secure holdings in British motor concerns is exercising the minus of the motor industry here. It is stated on absolutely trustworthy authority that overtures are being made, it not with the object of obtaining immediate control, at least with a view to gaining a financial footing in the British automobile industry on a national scale. Offers are being made to certain firms in England of a very tempting nature. It is these proposals that American capitalists would obtain complete control.

If this development went far enough it would only be a question of time—probably not very long—before American financial interests were in a position to exercise a dominating interest in British motor concerns. The prospect does not please those who have watched the industry weathering the storms of depression and foreign competition in recent years. Nor does it please patriotic sentiment. According to *The Motor*, the leading journal of the trade, "if checked or thwarted in one direction those who are operating these offers resume their activities elsewhere, and their overtures receive the serious consideration of the directorates of certain British concerns."

I am assured that the increasing world-demand for the small British motor-car of popular makes is one of the chief motives behind the American desire to get into the trade in this country in the way indicated. It is becoming very evident that America must produce smaller cars; the fact is admitted in the United States trade papers. The idea is, therefore, to try to acquire British firms whose trade in small cars is firmly established at home and overseas. The question is, will the grandiose plans succeed?

THE NEW VICEROY.

Mr. Edward Wood's appointment to succeed Lord Reading as Viceroy of India has met with a chorus of approval in the Press here. He is the eldest son and heir of Lord Halifax, a member of an aristocratic family with a high sense of public duty. For his personal qualities he is valued by his political leaders and all who have worked with him. To the public at large he is scarcely known.

(Continued at foot of next column.)

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He was educated at Eton and Christ Church, and was a Fellow of All Souls. By nature he is extremely modest, and in the whole course of his career he has never sought promotion or publicity. The new Viceroy, in fact, stands for the traditional Tory statesman, a man of family, of education, of intellectual quality, and of devotion to public duty. Added to this, his grandfather, Sir Charles Wood, the first Lord Halifax, had close connection with India as Secretary of State for India from 1859 to 1866, and previously held office under the old East India Company.

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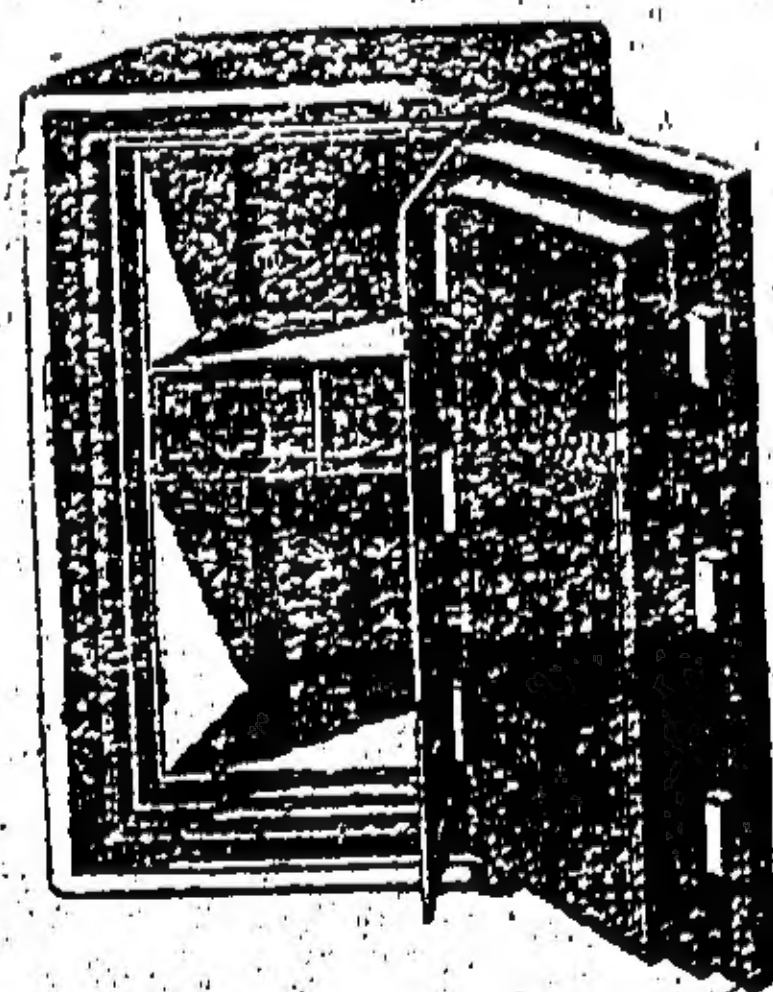
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WORLD TOURISTS.

"CARINTHIA" BRINGS 379. INTERESTING EXPERIENCE IN PEKING.

The vanguard of the yearly tourist invasion arrived here yesterday on the s.s. *Carinthia*, the newest of the Cunard fleet of liners, which is carrying 379 round-the-world tourists on this cruise. Altogether there will visit Hongkong over 2,000 tourists this season.

The *Carinthia* is the first of over half a dozen other round-the-world tourist liners that will put in at Hongkong between now and the close of the tourist season at the end of March next. She is an oil burning vessel of the latest type, 11,000 tons displacement, and has magnificent appointments throughout.

Launched last spring, the *Carinthia* made a couple of voyages across the Atlantic but this is her first round-the-world cruise. The *Carinthia* is a sister ship to the *Franklin*, which has already undertaken two world cruises. (A full description of the vessel appeared in these columns some time ago.)

The Cruise which is organized by the Raymond and Whitehead Company, began on October 10th from New York. It is the first of the 1925-26 season and is distinguished by being the first cruise ever to visit the Antipodes as well as the Orient. The vessel, after leaving New York, made calls at the following ports:—Havana, Panama, Los Angeles, San Francisco, Honolulu, Yokohama, from where visits were made to Kamakura, Tokyo, Nikko, Kobe and Kyoto and Chinwangtao.

Through a late departure from the last mentioned port, the *Carinthia* did not arrive here at daybreak as per schedule, and therefore had to go to a buoy at the Wanchai anchorage until late in the afternoon when she moved up to a berth at the Kowloon Wharf. The 379 passengers, however, of whom the majority are from the United States, were landed by means of the ferry boat *Evening Star* and the *Paradise* about 11.30 a.m. The passengers before landing were interested in a display of aeroplanes by airman from H.M.S. *Hermes*, which was close to the *Carinthia* while she lay at the buoy. The launching and landing of the aeroplanes was watched with much interest and the airman obligingly hovered over the tourist ship.

PASSENGERS LAND.

On account of the late arrival of the liner, the original arrangements for the entertainment of the visitors were abandoned and the day was generally spent by the tourists in sight-seeing in the City and by the majority of the ladies in shopping. In this latter connection, it is interesting to note that the general demand among the ladies was "Where can I buy some good jade?" The shops which could meet the demand must have reaped a rich harvest during the afternoon. The Chinese curio shops and stores, and the large department stores in Des Voeux Road and Queen's Road were visited by the majority of the passengers sometime during the day. Apparently the visitors did not mind what they spent so long as they obtained what took their fancy.

LOCAL PROGRAMME.

To-day and to-morrow will be spent in sight-seeing. The visitors will be taken in groups to visit the Peak, with the Peak Hotel as a resting place, and motor tours around the Island with tea at the Repulse Bay Hotel have been arranged. Tiffin will be served to them each day, as yesterday, on the Roof Garden of the Hongkong Hotel. The Hongkong and Shanghai Hotels' tourist bureau are looking after the visitors during their stay here, for which purpose, Mr. J. P. Bourne, travelled on the liner and made the arrangements for their reception and stay in China. Dinner is served on board each evening.

LIFE ON BOARD.

Interviewed by a *Daily Press* representative yesterday, some of the passengers gave enthusiastic and interesting accounts of life on board the *Carinthia*, and the variety of entertainments which have been arranged for their diversion while at sea. They were very enthusiastic over the many comforts of the ship, and could not say enough in praise of the sports arrangements. There is ample deck space on the boat for such sports as deck golf, deck quoits and deck tennis, etc., and they have plenty of opportunities to amuse themselves on board between ports. A large swimming bath, about 40 feet by 30 feet is much used by those on board and provides plenty of enjoyment, fun and exercise. At night, after dinner, concerts and bridge parties are arranged and also impromptu fancy dress dances. Prior to reaching each port, lectures are given dealing with the place the tourists are about to visit, so that they may obtain a good idea of what to do.

Altogether, as one tourist expressed it: "There is a continual round of gaiety. The horse races we have are very popular and we are spending a delightful time. We have enjoyed ourselves immensely so far, what with the amusements and entertainments on board and the interesting visits at the various places touched at."

ARMISTICE DAY.

At 11.00 a.m. on Armistice Day, the *Carinthia* came to a full stop in mid-ocean, and with all the crew and passengers assembled on the after decks, a wreath was lowered into the waters while bugles sounded. "The Last Post." Girls sold poppies for the benefit of the American and British veterans, and in the evening there was a patriotic meeting, followed by old-fashioned dances in the Garden Lounge.

EXPERIENCES IN PEKING.

Our representative was told that of all the experiences so far, the most interesting and exciting was the trip to Peking. The *Carinthia* put into Chinwangtao and there a special train met the boat. The train had been brought down from Peking by Mr. James Park, of the Department of Communications. Great difficulty was experienced in getting the train through from Peking to Chinwangtao. After the train had left Peking, it appears that a revolt broke out among Chang Tso Lin's troops. Just after leaving Tientsin, the rails were found to have been torn up, the discovery being made when going dead slow in the middle of the night. The line was found to be blocked with troop trains and Mr. Park was told that the train could not proceed. Eventually, after considerable trouble and difficulty, Mr. Park got the crew of the train to repair the derailed track. They had to get the rails out of the river bed and ultimately the train proceeded with the aid of its search-light.

For the journey to Peking from Chinwangtao, the party was provided with an escort in the shape of a specially manned train. Very considerable delay was experienced on the way to Peking, owing to the line being blocked by troop trains and the movement of troops. An engine that was to take the place of the one already on the train at a certain point was missing when the junction was reached. The train officials had to work the switches, etc., themselves as the railway employees were also missing. The train eventually reached Peking at 3 a.m. instead of at 6 p.m. the day previous.

Three nights were spent in Peking and the tourists were delighted with the sights of the Chinese capital and a glimpse of the "Forbidden City" and Chinese life. Peking's wonders fully compensated them for the delays and discomforts and on the way back to Chinwangtao the vessel was rescued without anything untoward happening.

So far as they have seen Hongkong, the tourists, one and all, express themselves in terms of unqualified admiration with the imposing buildings and business houses of the Colony, and, of course, with the Peak.

OTHER PLACES.

The *Carinthia* leaves Hongkong to-morrow evening at six o'clock and her next port will be Manila. The remainder of the itinerary will be Zamboanga, Port Moresby, New Guinea, Auckland, Wellington, Sydney, Fremantle, Melbourne, Brisbane, Perth, Hobart, Batavia, Singapore, Colombo, Bombay, Port Said, Cairo, and Alexandria, Naples, Nice, Gibraltar, Cherbourg, and Southampton. The total distance covered will be 35,000 miles, and the trip will occupy over four and a half months (149 days).

THE PASSENGERS.

Among the passengers are: Mr. and Mrs. George J. Barker, prominent lumberman of Waltham, Mass.; Mrs. Florence L. Blakeslee, prominent society lady of Cleveland; Mrs. E. A. Grinbach and Miss Frances Grinbach, very well known in musical circles at New York; Mr. Herbert R. Bishop, of Colombo, Ohio; Mrs. Henry Harburt, widow of Judge Harburt, of Boston; Judge Mrs. John W. Lacey, Cheyenne, Wyo.; Mr. and Mrs. Carlisle Neys, Cambridge, Mass.; Miss Ida C. Richardson, Boston, associated with Augustus Lewis, prominent corporation lawyer in Boston; Mrs. J. Henry Mullins and their son and daughter, prominent society people, Brookline, New York; Mr. George H. Bedard, Denver, wholesale drug merchant; Mrs. Wm. B. Butterworth and Mrs. John T. Dee, prominent society ladies in Philadelphia, Mr. and Mrs. Orin J. Ford, West Palm Beach, Fla.; Mr. and Mrs. E. T. Guyman senior and junior of San Diego, California, and others.

"BELGENLAND'S" COMING VISIT.

The next tourist vessel, which is expected to arrive in Hongkong on January 21st, is the Red Star liner *Belgenland*, of 27,500 tons gross, the largest steamship to circle the globe, in the present winter. She is making her second voyage around the world, and has more than 400 American tourists on board. The *Belgenland's* present cruise, like that of last year, is under the management of the Red Star Line, owners of the ship, in co-operation with the American Express Company, which has charge of the shore excursions. The big ship is due to reach Shanghai on January 15th, and will remain there until January 18th. She will proceed from Shanghai to Hongkong, where she will be from January 21st to January 24th.

As a matter of course, on a cruise for which tickets cost as high as \$25,000 each, there will be a liberal representation of millionaires on the passenger list of the *Belgenland*, and all her passengers, whether in the millionaire class or not, will be liberally supplied with cash, and doubtless ready to spend it freely in buying souvenirs of travel. This means that the shipkeeper in Hongkong should profit by the cruise ship's stay in port. Not a passenger of the 375 brought to China by the *Belgenland* last winter departed, we are told, without making substantial purchases of silks, carvings, furniture, curios, jewellery, and other Chinese goods, and it is not anticipated that this winter's party on the *Belgenland* will be less liberal buyers than her passengers of last winter.

As the largest steamship traversing the Pacific and entering its ports, the *Belgenland* has a unique place among the big liners that visit the Far East. She is the world's ninth largest liner, an oil burner, of 897 feet length and 78 feet breadth, and is engaged in summer in transatlantic travel, between

(Continued on next column.)

LOCAL RACING NOTES.

A PLEA FOR WEIGHTS WITHIN REASON IN HANDICAPS.

[BY ARBUS.]

Attention has frequently been called, during the past season to the prohibitive imposts allotted in handicaps to the top weights. The presence of Local, Option and Grey Morn; whose performances have eclipsed those of former years, admittedly placed the official handicapper in a quandary when dealing with entries containing these names.

Had he confined himself to putting prohibitive weights on these two ponies, there would have been little cause for complaint, provided the programme contained other events for which they were eligible. Unfortunately, however, his mania for crushing impost on the top weights has been in evidence in the majority of his handicaps this season.

Admitting that he has been set no light task in many instances, he appears frequently to have gone out of his way to put so heavy a burden on the top-weight, that it has been odds against his placing the starter, while placing his bottom weights at a poundage so low that a drop of even 10 lbs. would, to all extents and purposes, make no material difference to the chances of the pony's winning.

To demonstrate this point, we will take the Kilmarnock Handicap "B" class for which weights are: Beldorney Star 108 lbs., Two Pairs 105 lbs. at the top; and Strathalan 135 lbs. and Uncle Tam 133 lbs. at the bottom.

A drop of 5 lbs. all-round would have made certain that no opportunity could be given for the charge of a 13.0 hand pony (Beldorney Star) being asked to carry a stone over weight for inches.

To make my point clear it is well to admit that 140 lbs. is generally acknowledged to be the lowest weight at which a jockey can be found. Therefore, there is just as much sense in giving Uncle Tam an impost of 128 lbs. as his present burden of 133 lbs., though the former's poundage would bring Beldorney Star's weight down to 103 lbs.—9 lbs. over weight for inches.

This discussion must not be taken to imply that the adjustment of the weights in the Kilmarnock Handicap are proportionately correct. The weights and ponies are merely quoted to illustrate the point that those at the top of the handicaps are too often given crushing imposts.

A POSSIBLE SOLUTION.

Having pointed out what many racing men—besides myself—consider a mistaken policy during the past season, it is fitting to propose a remedy.

More care in framing the conditions for future programmes should have the desired result. The conditions for the Troon Handicap, for instance, might well have read:—"For China Ponies: One Mile: For winners of three or more races since January 1st, 1925, top-weight 103 lbs." This would have eliminated the trash and allowed Grey Morn and Saligia a fighting chance against their opponents. As matters now stand, the former is weighted at 17 lbs. over weight for inches. In his absence, Saligia must carry 14 lbs. over W.I. Here again no comment need be made as to the comparative adjustment of the weights, beyond suggesting that the handicapper has adopted the tactics of Lord Nelson when Chicago has been racing.

Classification has been the chief trouble throughout the past season and more careful framing of the conditions is one, if not the sole—remedy.

As matters now stand, the Official Handicapper with some reason can reply to his critics: "There is no limit to the top-weight; I am merely endeavouring to equalize the chances of the different ponies. I am satisfied that I cannot bring Grey Morn and Jambu together in the Troon Handicap (1 mile); except at a difference of 45 lbs., which entails dropping Jambu's weight 10 lbs. below the usually accepted bottom weight in handicaps."

WHO WILL HEAD LIST?

The final extra meeting, to take place on Saturday, will decide who is champion jockey for the year. The honour is bound to fall either to Mr. Pollock or Lt.-Col. Thompson.

Excluding polo accidents, but including the walk-over on Local Option, ridden by Mr. Pollock, the figures for the first seven riders are:—

	1st.	2nd.	3rd.	Unpd.	1st.
Mr. Pollock	10	13	7	32	71
Lt.-Col.					
Thompson	18	10	35	79	
Mr. Harrison	13	11	37	74	
Mr. Davies	10	9	16	29	64
Mr. Doyle	5	14	4	23	62
Mr. de Roza	4	7	6	26	45
Mr. Brodie	4	4	7	12	27

New York and Europe. She is an international ship in the broadest sense. Designed and built at Belfast, Ireland, (she was completed in 1923) the *Belgenland* is owned by American stockholders of the International Mercantile Marine Company, with headquarters at New York, and is operated by the Red Star Line, the principal steamship organization operating between the United States and Belgium. She flies the British flag, but her home port is Antwerp and she is managed from New York.

The *Belgenland's* commander, Captain John Bradshaw, is an American citizen. Her officers are chiefly English, and her stewards and chefs are Belgians or English. She carries a total crew of 601 persons, of whom 40 are women, including stewardesses. Two surgeons and a dentist, a physical director in charge of the gymnasium, a cruise director and his staff of 15 men, a master of ceremonies, an educational director and lecturer, two purgers, two band masters, an editor for the ship's daily paper, three printers and a minister of the gospel, are also included in the ship's personnel. The kitchen and dining room staff includes 225 men.

CORRESPONDENCE.

THE INTERNATIONAL CLUB IDEA.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I have followed with the closest interest the views as set forth in your columns of to-day's issue in reference to the idea of forming an International Club in this Colony. If I may join in the chorus of comments, it seems to me that Mr. Ho Yu's suggestion of organizing an Anglo-Chinese Trade Association is more practicable, if the definite objective is to promote more co-operative spirit in commerce between Chinese and foreigners in Hongkong.

More especially, if the end and aim of the International Club is to bring the Chinese and foreigners closer together socially, so that it may lead to heartier co-operation in commerce; that being the case, why not call a spade a spade and set to work to establish a Trade Union along the line Mr. Ho Yu suggested. When all is said and done, it is certainly more expedient and feasible to create a better understanding through a Business Union (as primarily Chinese and foreigners at this Port are thrown together through the medium of trade), rather than through a social club. If a Commercial Entente Cordiale is fostered, the Social Entente Cordiale will naturally follow as the night follows the day. But should we propose to go about the task in the reverse direction, it is tantamount to putting the cart before the horse.

Let me illustrate my meaning more clearly. A month or two before the June crisis in Hongkong the Chinese Piece Goods and other merchants already scented the impending storm. Some of our leading Chinese merchants urged upon the foreign firms and banks to consider how we might put our heads together to help avert the crisis. Instead, some strongly opinionated foreigners scoffed the idea and indulged in the empty-hollow optimism in the local Press that "God is in Heaven and all is right down below." If the foreign merchants and bankers had listened earlier to the valuable suggestion of preparedness, we would not have had to feel the pinch so badly as at the moment.

In the light of past bitter experience, the more practicable method to pursue is to let some of the Chinese and Western merchants take the lead of devising ways and means to organize, more preferably, an International Trade Association and publishing under its auspices a Trade Monthly in which Chinese and foreigners alike can exchange essential ideas of fostering commerce and safeguarding each other's interest, as undeniably this is an age of inter-dependence in commerce and industry and it will not do for each to paddle his own canoe.—Yours truly,
CO-WORKER.

December 2nd, 1925.

EDUCATION MATTERS.

We have received a communication in the nature of a protest against what is described as an absolutely unjustified increase of 10 per cent. made in the fees payable by students in the Normal Class of one of the Colony's Educational establishments, and attributing to it the initiation by some Hongkong students of "the present trouble." The composition of the letter is such that it can serve no useful purpose to publish it.

MOTORING MISHAPS.

CAR ROLLS OVER EMBANKMENT.
There were two motoring accidents reported to the police on Tuesday, one of them being of a serious nature.

A Chinese driver, accompanied by one passenger, was on Tuesday driving a car from Mongkok to Un Lung. Near Tan Shu Wan the driver swerved in order to avoid knocking over a boy who ran across the road; and the car rolled over the embankment. The two occupants were taken to the Tung Wah Hospital, suffering from severe injuries.

The other accident occurred in Queen's Road East. A car driven by Mr. W. O. Lambert, Government Marine Surveyor, knocked down a Chinese boy, who had to be taken to hospital.

COURT-MARTIAL.

SERGEANT-MAJOR IN TROUBLE.

When the District Court-Martial on Sergeant-Major Chau On Fat (40th Company, R.E. native personnel) was resumed yesterday, further evidence was given by the men of the Company. The Sergeant-Major was charged with receiving money in consideration of the promotion of a Lance-Corporal to be Corporal.

Men of the Company deposed to being in the barracks room, when the Lance-Corporal handed money over to the accused.

The evidence was concluded, and sentence will be promulgated in due course.

Major J. F. Drake, 1st East Surrey, was President. Other members of the Court were Captain J. W. McCurdy, R.A. and Lieut. J. H. Smith, M.C., R.A. Lieut. A. J. L. Whyte, R.E., prosecuted.

WEATHER REPORT.

Last night's weather forecast and remarks by the Royal Observatory: The anti-cyclone remains stationary over North China and the depression is moving north eastwards across Hokkaido. Fresh winds prevail along the China Coast and over the Northern China Sea. Local forecast: N.E. winds, fresh, fine.

CANTON AND HONGKONG.

LOCAL MERCHANTS TO VISIT CITY OF RAMS.

THE HAND OF FRIENDSHIP.

(FROM A CHINESE CORRESPONDENT.)

Since the Hongkong Merchants' Delegation went to Canton and the Cantonese Delegates visited this Colony, both parties found that, owing to communication having been interrupted for some months, there were many misunderstandings between the two ports. Conditions in both places were absolutely different from what was claimed by most newspapers.

There were many wild rumours about Canton such as the introduction of Communism and the untold hardships suffered by people in all walks of life at the hands of the "Reds." The employment of Russian Officers in the Government Service was alleged as conclusive evidence that Communism had actually been adopted there. These and other reports, according to a Canton Delegate, were rumours fabricated by Canton's military rivals for the creation of bad feeling between Canton and Hongkong.

In order to remove all misunderstandings the Canton Authorities have suggested that the Hongkong merchants should go to Canton and investigate the present political, military and financial conditions as well as the organisation of the Constitutionalist Government.

At the instigation of Mr. Yeung Sai Ngam, who arrived from Canton the other day, a commission of about 100 prominent Chinese merchants has been formed to visit Canton, not merely to make investigations but also with the object of cultivating friendships. The date of departure has not been announced. The Kwongtung Steamship Navigation Company has offered to put the *a.s. Paul Bean* and *Charles Hardwin* at the Commission's disposal for the round trip.

CONDITIONS IN CANTON.

INVITATION TO HONGKONG AND MACAO CHINESE.

(FROM OUR CHINESE CORRESPONDENT.)

In order to prove to them that one may walk through the city of Canton without meeting any terrorist with a bomb in one hand and a dagger in another, as some Chinese cartoonists have pictured the members of the Kuomintang, the Canton authorities have intimated to the Chinese in Hongkong and Macao, through their unofficial agents, that Chinese of these two cities will be welcome there as guests of the Kuomintang, and they are assured that they will find the Russians are, like other foreigners in Government service at Peking and elsewhere, merely as servants and employees of the Government, and not as lords of the Chinese people.

PROTEST FROM WUCHOW.

The merchants of Wuchow are strongly opposed to the Kuomintang monopoly of the salt and oil trades. The wholesale concerns contend that since they have to pay all the Customs duties, taxes, and *likin* charges, they should not be required to pay another fee as a license from the Government monopolists to handle the articles. The foreign importers of oil maintain that they would rather stop the delivery of oil than submit to the payment of *likin* contrary to treaty provisions.

STRIKE COMMITTEE AND THE HONGKONG DELEGATES.

STEAMER NOT TO BERTH AT WHARF.

It is stated in a Canton contemporary that the Strike Committee at Canton have "politely" refused a request that, in stated to have been made to them to allow the steamer on which the Hongkong Delegation propose to travel to tie up at the wharf. This, they say, would be an infringement of their rules and likely to obstruct the process of the strike, but they are prepared when the ship arrives in the river to send out a steam launch to bring the delegates ashore.

It appears the delegates were expected to come up to Canton on November 30th or December 1st and we read that many organisations in Canton have made arrangements to welcome them.

"A LITTLE BIT OF FLUFF"

A.D.C.'S HIGHLY SUCCESSFUL PRODUCTION.

A FULL HOUSE AND HEAVY FORWARD BOOKINGS.

Our one overmastering desire, after witnessing the production of "A Little Bit of Fluff" by the Amateur Dramatic Society at the Theatre Royal last evening, was that the junk mistress, who doubtless regard our worthy Harbour Master with awe and reverence, and, perhaps, some measure of alarm, might have the opportunity of seeing him in the rôle of the stout lady who had been unfortunately enough to have three ribs broken in a bus accident. Their sense of humour may be different from ours, but, even so, we are convinced they would have been compelled to unrestrained laughter, and laughter is a tonic of which we all stand in need. Certainly nothing funnier or more ludicrous could be imagined than the spectacle which Lieut. Comdr. Hole presented.

But the sole aim and object of the play, which ran for over two years in London, is to make us laugh. It is sketchy in its plot and hopelessly absurd in its details. What does that matter? There is nothing "high-brow" or elevating associated with it, but no one could reasonably expect anything of that sort from the title. It does not sail under false colours. Its atmosphere might be regarded by the Rev. T. B. Powell as, in some respects, almost reprehensible, and we should not regard the serious study of the Cathedral Chaplain's sermon on Sunday morning as a very suitable preliminary to a visit to the theatre during the next few evenings. But for those who can appreciate and enjoy unrelieved farce, well acted and well produced, such a visit can be thoroughly recommended.

There is little need to discuss the story around which the play revolves. It is probably very well known and, in any case, the story is simply introduced to provide an excuse for a series of comic situations. While the wife is away visiting her mamma, the husband takes "A Little Bit of Fluff" out to supper. The wife comes back unexpectedly, of course, and complications follow in which an Indian Rajah's pearl necklace and a bus accident (off stage) play a prominent part. The moral of the whole business, it seems to us, is that wives should not leave their husbands in order to visit their mamma. Even such an egregious case as *John Ayres*, we feel certain, could never have been tempted to wander had such a delightful character as *Mrs. Ayres* remained, as she should have done, at home. At any rate if he did stray in such circumstances there is no sensible man who would not wholeheartedly condemn his want of judgment. However, like the flowers that bloom in the Spring, that has nothing to do with the case. *John Ayres* returned to find his wife in possession of the flat, and these two, together with the "Little Bit of Fluff" and the idiotic tenant of the next flat, who are introduced later, are the four principal characters upon whose ability the fun of the play chiefly depends.

Of the four, the palm, or in classic phrase "the biscuit" must unquestionably be handed to Lt. Comdr. Hole as *Bertram Tully*. His task was simply to play the fool, and he did it from beginning to end so wholeheartedly, so extravagantly and realistically that no one could possibly avoid laughing at him, and he kept the audience in a state of merriment the whole time. "He is so absurd," declared a matron of very dignified mien sitting near to us, as she wiped the tears of laughter from her eyes. And that we think was the general verdict. It was the one for which Mr. Hole had to strive and he succeeded all along the line. His sentimental reaction when anyone addressed him as *Bertram* was indescribably comic but possibly he reached his greatest height of absurdity when dressed in woman's clothes and when singing at the dining room door in order to calm the wife's jealous fears that the husband might be left alone with the "Little Bit of Fluff." It was a performance upon which he is to be heartily congratulated.

Capt. J. Macready, under whose direction the play was produced, took the part of *John Ayres*. It is a big part and a difficult one which, in less capable hands, might easily appear strained, or, on the other hand, made altogether too farcical. Capt. Macready, who we believe is a grandson of William Charles Macready, probably one of the greatest actors of the past century, cleverly steers a middle course. *Bertram*

Tully was the buffoon and the butt. *John Ayres* was the wide-awake husband, who had to take charge of the impossible situations as they arose and devise means of extricating himself from them. Capt. Macready was perfectly at home in the part; always self-possessed. He kept things going fast and furiously when on the stage and has certainly none of the gawky mannerisms of the tyro. Undoubtedly an accomplished actor, Capt. Macready must be a great source of strength to the A.D.C. It may be a case of inherited ability although we could scarcely imagine his grandsire taking part in a "Little Bit of Fluff."

Miss E. Birkett appeared as *Mamie Scott* in the title rôle and we will leave it to the "lads of the village" to express an opinion upon her representation. We do not think, however, that there can be any question as to what that opinion will be. If this is Miss Birkett's first experience of the stage her acting was marvellously good. It would have done credit to one with years of training. The part is not a heavy one compared with that of *John Ayres* or *Bertram Tully* but it is one upon which a great deal depends and Miss Birkett made, in every way, the best possible use of her opportunities. It was a clever and accomplished piece of work.

Mrs. Logan was first given the part of *Mrs. Ayres* but owing to illness she had to resign and her place was taken by Mrs. Bloxham, the wife of Captain Bloxham, Superintendent of Victoria Gaol. As has already been suggested *John Ayres* was a man of exceedingly poor judgment to forsake a home, over which *Mrs. Ayres* presided. Mrs. Bloxham took the part easily and naturally and if it is any consolation to her it may be put on record that she quickly won the sympathies of the masculine portion of the audience over the abominable way in which, as *Mrs. Ayres*, she was treated by the ineffectual *John*.

These four characters made the play but the minor parts were all admirably sustained. There was not a really weak link in the chain. Mrs. Hall was a perfectly good modern housemaid as *Chalmers*. Miss V. Thwaites as *Ursula* was a domestic of the late Victorian era. We scarcely think domestics of her type are in existence now—a cockney accent, long skirts and hair screwed up into what we believe was known as "a bun." She was a comic figure that made occasional intrusions into the third act and always raised a laugh. Mrs. Hegarty had the short but trying part of *Aunt Hannah*. She very successfully maintained an attitude of calm dignity until chased by *John* and then she gave us a most realistic idea of a stout lady on the verge of hysteria. Mr. W. K. Reynolds as *Nixon Trippett* was all that a stage Insurance Inspector might be supposed to be and Mr. Oscar Eager gave a good representation of a stage doctor. Mr. E. E. Mimmack was to have played the part of *Dr. Bigland*, but unfortunately fever intervened and Mr. Eager took up the part at very short notice.

There was a large audience last evening and everyone was delighted with the entertainment. The bookings are also heavy for the next three evenings so that "A Little Bit of Fluff" may be regarded as another success in the Amateur Dramatic Society's records. The residents of the Colony owe the Society a debt of gratitude for a great deal of amusement, provided possible only at the cost of a large expenditure of time and labour. That debt should be acknowledged. Mr. W. A. Hannibal is the Hon. Secretary and Treasurer of the Society, and the members of the Committee now in the Colony include Mr. J. A. E. Bullock, Mr. A. N. Lacey, Mr. W. A. Cornell and Capt. Macready.

As stated "A Little Bit of Fluff" was produced by Capt. Macready. The stage accessories were provided by Messrs. Lane, Crawford. Mr. W. A. Cornell had charge of the scenery, and Mr. A. T. H. Whyte of other Effects. Mr. H. W. Marshall was Property Master and Mr. H. T. Buxton, the Prompter. Advertising and Publicity were under the direction of Mrs. B. Thompson.

The full cast of the play was:—
Mrs. Ayres Mrs. Bloxham.
Mamie Scott Miss E. Birkett.
Aunt Hannah Mrs. Hegarty.
Ursula Miss V. Thwaites.
Chalmers Mrs. Hall.
Nixon Trippett W. K. Reynolds.
Dr. Bigland Oscar Eager.
Bertram Tully S. P. Hole.
John Ayres J. Macready.
An orchestra under Professor Gonzalez rendered favourite selections before the play and during the intervals. The dresses were supplied by "At the Sign of the Lantern" and "Maids." The photographs on the programme were taken by the Meng Yuen Studio.

GOODBYE TO HONGKONG.

MR. J. KERR'S DEPARTURE.

On the completion of over 35 years' service in the Hongkong Police Force, in which he rose from constable to the commissioned rank of Assistant-Superintendent of Police, Mr. James Kerr, with Mrs. Kerr, left on the *a.s. Tunda* yesterday for Australia on retirement.

Mr. and Mrs. Kerr left Blake Pier yesterday afternoon at four o'clock by a launch for the *Tunda*, which was lying in mid-stream, and they were bidden "good-bye" and "good-luck" by many police officials and a large number of personal friends.

Among those who assembled on the pier to bid *bon voyage* were: Hon. Mr. A. G. M. Fletcher (Acting Colonial Secretary), Hon. Mr. J. R. Wood (Puisne Judge), Hon. Mr. J. H. Kemp, K.C., O.B.E. (Attorney-General), Mr. P. P. J. Woodhouse, C.I.E. (Captain Superintendent of Police), Mr. T. H. King (Director of Criminal Intelligence), Mr. D. Burlingham (D.S.P.), Mr. W. R. Scott (A.S.P.), Chief Detective-Inspector J. Grant, Chief Inspector W. Kent and Inspectors T. Cashman, J. Ogg and R. Lamigan.

Just before the launch left the Pier Mr. and Mrs. Kerr shook hands with all their friends and as the craft moved away towards the *Tunda*, farewells were waved until Mr. and Mrs. Kerr could no longer be distinguished.

Mr. Kerr's departure will be deeply regretted both by police officers and officials and also by those with whom he came into contact. Whoever approached him was always met with unfailing courtesy and none appreciated his genial disposition and the help given them by Mr. Kerr more than members of the Press in Hongkong to whom he had always been a good friend.

All who have been at any time associated with him will join in wishing him long life, good health and many years of happiness in his retirement. He had earned the admiration and goodwill of all.

He had been connected with the Far East for about 40 years. Born in Liverpool, he went with his parents to Australia on leaving school. He went to sea and became acquainted with the China and Japan ports. A ship, on which he was, put into Hongkong badly damaged from a severe typhoon in 1890 and while it was in dock for repairs, Mr. Kerr joined the Water Police. He served with the Water Police until he went on leave in 1895 and on his return in 1897 he was made Acting-Sergeant and became a full Sergeant in 1899. From that rank he rose to Third Class Inspector in 1902, Second Class Inspector in 1906 and Acting First Class Inspector in 1909. This rank was confirmed in 1910. In 1915 he was promoted to Chief Inspector, succeeding Chief Inspector Gourlay. He held this rank until 1922 when he was permanently promoted to the rank of Assistant Superintendent of Police.

During his 35 years' service, Mr. Kerr served under the following C.S.P.s:—Capt. W. M. Deane, Major-General A. H. A. Gordon, Mr. F. H. May (later Sir Henry May), Mr. F. M. Baddeley, Mr. C. McL. Messer (Colonial Treasurer at present) and Mr. E. D. C. Wolfe.

VERNACULAR EDUCATION.

QUESTION DISCUSSED BY EDUCATION BOARD.

The question of higher vernacular schools was discussed at a meeting of the Board of Education, which was held yesterday afternoon under the chairmanship of Mr. G. N. Orme. The meeting was private.

H.E. the Governor (Mr. Cecil Clements, C.M.G.) was present at the meeting, and a programme of higher vernacular education was submitted. We understand that the subject was discussed for about two hours, and it was decided that the subject required further consultation with the Chinese community before anything could be done.

A DISAPPOINTING CARRIER.

PATIENT FORSAKEN ON WAY TO HOSPITAL.

The story of how a ricksha coolie became so frightened and fled at the sound of rifle fire, was contained in a report received by the police from the New Territories on Tuesday night.

The coolie went to Takung to take to hospital an Indian constable who was down with fever. Arriving at Lo Fung, the nearest point on the road to the Chinese border, he and his charge were fired on by a party of strike pickets. The ricksha coolie immediately bolted, and left his victim in the roadway. The constable eventually arrived back at Takung, having walked all the way from Lo Fung. It is not known what became of the ricksha coolie.

DANISH BACON

AND

SCOTCH FISH

Are due to Arrive on DECEMBER 3rd
Per *a.s. "GLENARA."*

PRIME DANISH BACON - - - per lb. \$1.50
(MILD CURE)

GENUINE SCOTCH SALMON - - - " 1.60

SMOKED KIPPERS - - - " .65

" BLOATERS - - - " .65

FINDON HADDOCK - - - " .75

LANE, CRAWFORD, LTD.

PROVISION DEPARTMENT.

The long years of usefulness
and Satisfying service
are assured to each
and every individual

owner of
CONKLIN'S
Pens,
Pencils
and Utility Sets.

SOLE AGENTS—

THE WING ON CO., LTD.

HONGKONG.

COLUMBIA NEW PROCESS RECORDS

EIGHTSOME REEL,
FOURSOME REEL,
LANCERS,
CALEDONIANS,
FOX-TROTTS, WALTZES

AT

ANDERSON'S.

W.M. POWELL, LTD.



Artistic
Furniture
FOR THE
Bungalow & Bijou Residence

NEW ADVERTISEMENTS

NOTICE

THE HONGKONG UNIVERSITY ENGINEERING SOCIETY will hold its ANNUAL DINNER on SATURDAY, 13th DECEMBER, 1925, at 8 o'clock, in the GREAT HALL of the UNIVERSITY.

Graduates and Past Members who wish to Join and bring Guests are Requested to Apply to the Hon. Secretary, Mr. T. K. LAU, MCKINNON HALL, Charge—\$3.00 Per Head. [2937]

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING will be held in the Board Room of Messrs. JARVIS, MATTHEWS & Co., Ltd., on TUESDAY, 15th DECEMBER, 1925, at 5.30 P.M.

Business—Annual Report, Election of Officers, Committee and Auditors; to consider the Question of Extensive Repairs to Fanning Club House.

Any other Resolutions to be submitted to the Meeting and Nominations for the General Committee should reach the Undersecretary Not later than 5 P.M. on the 11th DECEMBER.

By Order of the Committee,
E. D. MATTHEWS,
Secretary, R.H.G.C.
Hongkong, 2nd December, 1925. [2938]

HONGKONG ST. ANDREW'S SOCIETY.

ANNUAL BALL

TO BE HELD ON
FRIDAY, 26th FEBRUARY, 1926.

THE Above Date has now been fixed for the ANNUAL BALL.

REEL PRACTICES will take place in the City Hall on FRIDAY, 26th FEBRUARY, from 5.30 P.M. to 7 P.M.

Arrangements for Ball Tickets for Members and their Guests will remain as already instructed for the Original Date unless the Honorary Secretary is notified in Writing of any Changes on or before THURSDAY, 18th DECEMBER, 1925.

Order to the Resignation of Mr. A. RIDGELL, the Duties of Hon. Secretary will now be undertaken by the Undersecretary.
A. K. MACKENZIE
c/o Messrs. HOLYOAK, MASSEY & Co., Ltd.,
Queen's Building. [2940]

TO BE LET OR SOLD.

FULLY FURNISHED BUNGALOW in
CENTRAL CHOW.
For further Particulars, Apply to—
DEACONS,
1, Des Voeux Road, Central. [2943]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, ROMBAI, KOWLOON, MEDITERANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"KASHMIR"

Captain R. H. STRAIN, O.B.E., R.N.R., carrying His Majesty's Mail, will be despatched from this Port on THURSDAY, 10th DECEMBER, 1925, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M. the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 2nd December, 1925. [2941]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SIBERIAN PRINCE" having arrived from the above Port on 2nd inst., Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 9th inst. at 10 A.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be consigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by FURNESS (W.A. EAST), LTD.,
2nd Floor, King's Building,
Cantonment Road, Hongkong.
Telephone No. 5153.
Hongkong, 2nd December, 1925. [2939]

NOTICE

THE Office of the GERMAN CONSUL-LATE has been REMOVED to the 5th Floor, "FEDDER BUILDING," 13, Pedder Street.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE

THE Undersecretary Resumes Charge From THIS DATE.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, 1st December, 1925. [2937]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE

THE Undersecretary Resumes Charge From THIS DATE.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, 1st December, 1925. [2937a]

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE

THE Undersecretary Resumes Charge From THIS DATE.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, 1st December, 1925. [2937b]

G. B.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C., R.A.S.C., HEAD-QUARTERS OFFICE, Victoria Barracks, Hongkong, until 12 o'clock Noon on FRIDAY, 11th DECEMBER, 1925, for the Supply of FUEL WOOD for the Military for a Period of 3 Months commencing 1st JANUARY, 1926.

Tender Forms and any necessary Information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M. Daily, except SUNDAYS.

NOTICE

AT THE GENERAL MEETING held on November 26th, the Shareholders of the SOCIÉTÉ FRANÇAISE DE GÉRANCE DE LA BANQUE INDUSTRIELLE DE CHINE have decided to increase the Capital of the Company to Frs. 20,000,000 and to alter the Name to BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

This New Name does not imply any change in the Organisation of the Company but has been adopted for the sole purpose of emphasising the Franco-Chinese character of the Institution.

IN H.B.M. CONSULAR COURT, AMOY.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF ALLEN JULIUS DENNIS, LATE OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, AMOY.

NOTICE IS HEREBY GIVEN that the Court has made An Order Limiting the Time for Sending in Claims to or Against the above Estate to the FIFTEENTH DAY OF DECEMBER, 1925. Creditors and Claimants are hereby Requested to Send their Claims to the Undersecretary, c/o the Hongkong & Shanghai Banking Corporation, AMOY, by the above Date.

Dated this Twentieth day of November 1925.

St. G. B. CLARK,
Administrator.
Hongkong, 20th November, 1925. [2939]

ART EXHIBITION

JAPANESE OLD PRINTS, IVORY CARVINGS, SCREENS, OLD SILK BROCADES, etc., etc.

AT MESSRS. KOMOR & KOMOR,

ALEXANDRA BUILDING, DES VOUEX ROAD, 702

TEN DAYS ONLY.

Mr. K. HAYASHI of Tokyo will exhibit Over 8,000 Prints by the Best-known Masters. PRICES Ranging From 50 cents to \$3,000 Each.

Fine Embroidered Screens, Real Crystal Chimes, Priest and Heiro Cost, Will be on View for 10 Days Only.

A Cordial Invitation is Extended to All Lovers of Art.

KOMOR & KOMOR.

PUBLIC AUCTION.

THE Undersecretary have received Instructions of Sell by

PUBLIC AUCTION

TUESDAY, THE 2nd DECEMBER, 1925,

THE KOWLOON NAVAL DEPOT.

Commencing at 9.30 A.M.

OLD AND SURPLUS VICTUALLING STORES,

Comprising—

Table Linen, Implements, Sails, Flannel, etc.,

Benjamin, Blankets, Sturdy Articles of Linen and Table Gear (including Electro Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, etc.

Terms of Sale—As Detailed in Catalogue.

LAURENT BROTHERS,
By Appointment Auctioneers
to the Admiralty,
Hongkong, November 25th, 1925. [2931]

INTIMATIONS

STRAITS SETTLEMENTS 7 PER CENT. LOAN 1921-1926.

HOLDERS of BONDS of the above Loan are Reminded that their Bonds are Redeemable at Par on 1st MAY, 1926, after which Date all Interest will Cease whether Payment of the Principal has been demanded or not.

It will be necessary for Holders of "REGISTERED BONDS" to surrender them at the TREASURY, Singapore, and at the same time to give a Receipt for the Money Received in Exchange.

Registered Holders Not Resident in Singapore, who have not already made arrangements with Singapore Banks, can, on application to the COLONIAL TREASURER, Singapore, obtain a Form authorising some Bank or Person in Singapore to Receive the Principal on their behalf.

"BEARER BONDS" of the above Loan will be Paid for on Delivery at the TREASURER and some Post Office in the Colony on or after the 1st MAY, 1926.

REGISTERED BONDS may at any time before 15th APRIL, 1926, be Exchanged for BEARER BONDS at the TREASURY, Singapore. A Small Charge is made for the Exchange.

A. M. POUNTNEY,
Treasurer,
STRAITS SETTLEMENTS. [2937]

TO LET.

TWO ROOMS, TOP FLOOR, QUEEN'S BUILDING. Apply—
HOLYOAK, MASSEY & CO., LTD. [2939]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCE BUILDING" or "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATELAIN BANK and MESSINGERS BANK).

Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2937]

TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 16, DES VOUEX ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2934]

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement). Apply—
SECRETARY,
A. S. WATSON & Co., Ltd. [2938]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR. Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD. [2937]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUDAN."

ARRIVED HONGKONG ON 1st DEC. 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above steamer, please be informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GOSWAMI & DODDIAH at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersecretary on or before the 21st Dec., 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & Co.,
Agents.
Hongkong, 30th November, 1925. [2932]

PREPAID "WANTED" ADVERTISEMENTS

FOR SALE—DAMAGED FURNITURE (Furniture). Imported Stock. Apply—Box No. 148, c/o Hongkong Daily Press. [148]

NURSE (English) Wanted At Once or Remedy Spring for Children of 5 and 3 Years of Age. Apply—Box No. 147, c/o Hongkong Daily Press. [147]

SALES ASSISTANT. Old established British House in Singapore invites Applications from British Subjects of European birth for Post of Field Man. Good Opening for Young Man possessing Good Health, Manners and Energy. Knowledge of Malay and Dutch, decided Assets. Copies of all Testimonials Required. Apply—Box No. 146, c/o Hongkong Daily Press. [146]

INTIMATION

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED

ABSOLUTELY PURE

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841.

BIRTH.

GILLING—On December 2nd, at the French Hospital, to ELIZ, wife of J. H. GILLING, a daughter. [2943]

Hongkong Office: 1a, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 3rd, 1925.

PULPIT CRITICISM.

The courageous sermon preached by the Rev. T. B. POWELL in St. John's Cathedral, appears to have become more a topic of conversation than sermons usually are in Hongkong. We all admire the man who speaks out fearlessly, even though we may not agree with all he says, and we are sure Mr. Powell is the last man to resent friendly criticism.

It is the references in the sermon to certain "disquieting signs" in our own Colony which strike home most forcibly. "We pour out money with both hands for motor roads," the preacher said, "while our grants for libraries, education and hospitals are measured with a carefulness which invites cynicism. Culture and art with us are given a back place—our somewhat ludicrous race-meetings are taken more seriously than the University."

This criticism should not be passed unchallenged. The shortcomings of the Government in regard to hospitals may be readily admitted, but apathy on the part of the public cannot justly be imputed. The local Press has for years urged the need of better provision, and the Kowloon Residents' Association has been particularly insistent in the matter.

The result has been that better provision has been made in Kowloon, and it has been definitely decided to build a large Hospital and Nursing Home on the island of Hongkong as a War Memorial. Incidentally, it occurs to us that little has been heard of the progress of that scheme

for some time, but possibly the reasons that explain delays in many other connections apply in this case also. We are not suggesting that all has been done that might reasonably be expected in the direction of improving our hospital accommodation. This subject, combined with Public Health questions generally, might well engage the earnest attention of a Special Commission.

The Government cannot well be blamed for not spending as much money on hospitals as it does on roads. No Government in the world does that. The two things cannot well be contrasted or associated. The governing idea in the construction of roads is to open up new building sites, and incidentally, to reduce overcrowding—the worst of modern social evils. We believe that, generally speaking, money spent on road construction in Hongkong is money well spent and will, in time, bring in good returns. Even in the case of the much criticised Stubbs Road we believe the cost has been practically covered already by the sale of the building sites along it. Similarly the development work which has been going on in the neighbourhood of Deep Water Bay is making road construction in that region a revenue-earning undertaking. If one or two roads made in the Colony may at the present time be regarded as extravagances, it may be said of them that their object is to induce people to get away from overcrowded districts; and, speaking generally, the public expenditure on road-making is easily justified. If Mr. Powell had advocated spending money on hospitals without weakening his case by a reference to constructive and admirable work, the observation might well have been accepted without criticism.

The remarks about the race-course and the University are open to much the same comment. The last person to label our race-course "ludicrous" should be a parson, for, in comparison with other race-courses it is free of the worst temptations. There are no book-makers, no professional jockeys, no demi-mondes at our amateur races. We must have some sort of recreation and if it is "ludicrous," why, anything that makes us smile, even an amusing sermon, is welcome. The Government does not subsidise the races, but it has heavily subsidised the University. It gave the land, on which the buildings stand, and that site has been valued at two dollars a square foot, or two million dollars in all. It gave, in 1911, a capital sum of about one and three quarter million dollars to the endowment funds. It gives annually a contribution from the public funds of \$30,000. We think Mr. POWELL will agree that facts like these when they are remembered rather weaken his argument, and do, indeed, redound to the credit of the community. As for public interest in the University, we can only suggest that our own files afford abundant proof that public interest has not been lacking.

While we criticise, we can still admire and applaud the clergyman who freely speaks out what is in his mind. The position is difficult for many. It will be remembered that there was a dreadful uproar a few years ago because one clergyman in Hongkong freely expressed his views about the Bible, and the zenlotes wanted to drive him out of the fold. Since the war we have heard much about the failure of the Church to influence the masses, but we should hear less of it if there were more sermons of the kind preached in St. John's Cathedral last Sunday morning.

An enjoyable dance, under the auspices of the H.M.S. Titania Dance Club, was held in the Royal Naval Canton Theatre last night.

The record of rainfall at the Botanic Gardens for the month of November was 1.19 inches. Of this .60 in. fell on November 25th.

H.M.S. Durban left for Shanghai yesterday. The s.s. Japanese cruiser Utsu, which came into port last week, left on Monday for Singapore.

The Rev. Father E. A. Lane, of the Maryknoll Mission and Director of the St. Louis Industrial School, has been appointed to Manchuria, and will leave by the s.s. President Jackson on December 11th.

The Medical Officer of Health's return of notifiable diseases for last week shows 3 cases of small-pox (all imported), one fatal Chinese case of diphtheria and 3 Chinese cases of enteric fever.

The St. Andrew's Ball in Hongkong is now announced to be held on Friday, February 26th. Readers are referred to the announcement appearing among today's advertisements which also gives the date fixed in the Reel dances.

Mr. Justice Gompertz on reaching Singapore was the guest of Sir Laurence Guillemard at Government House, and he took the opportunity of visiting the Supreme Court, where he met the judges attending the Singapore Court of Appeal.

The annual general meeting of the Royal Hongkong Golf Club is called for Tuesday, December 15th. The advertisement appearing in another column mentions among the business to be transacted is the question of extensive repairs to the club-houses at Fanning.

The memorial picture of the late Mr. Chau Siu Ki, a victim of the Po Hing Fong flood disaster this past summer, which is being unveiled by H.E. The Governor (Mr. Cecil Clementi, C.M.G.), at St. Stephen's College this morning at 10.30, was presented to the College by the College Council.

When Sir Claid Severn passed through Singapore on his way home, one of the newspapers after recapitulating the farewell presentations made to him in Hongkong remarked that "With all his honours Sir Claid has preserved his accustomed urbanity and looks not a whit the thinner for what he has gone through."

The office equipment department of Messrs. Dodwell & Co., Ltd., has been removed from No. 1, Duddell Street, to more central premises on the ground floor of Queen's Building. The department, which houses a variety of makes of Underwood typewriters, Remco office appliances, Burroughs adding machines, safe-cabinets and vault doors, etc., is in charge of Mr. R. A. Westley.

Mr. William Heughan, the Scottish singer and actor, who recently visited Hongkong, was the guest of honour and sang at the fifth dance by the Shanghai Rotary Club last Saturday at the Majestic Hotel. In addition to the numbers by Mr. Heughan, there were several selections by the Majestic Orchestra and following the fifth there was dancing.

On Monday Mr. J. J. Harrington was presented with a handsome silver tea set and a silver mounted blackwood tray by the European Staff of the Taikoo Dockyard and Engineering Co., Ltd., on the occasion of his leaving the Dockyard. Mr. Harrington who came to the Colony from Australia, had been at the Taikoo Dock for 16 years. He is going to settle down in America.

The English Review for November has an article by Mr. J. O. P. Bland in which he returns to his attack on misguided political activities by missionaries in China. The article, which bears the title, "Sowing the Wind in China," commences with the following quotation from Ku Hung Ming's "Papers from a Viceroys' Yamen," published in 1901: "Missionaries are responsible for the only too deep causes of the hatred of foreigners among the Chinese."

With regard to the searching of mail bags by strike pickets, the Canton Gazette says, representations were made to the Reconstruction Department by the postal authorities and the matter was finally submitted to the Canton Government. After a decision was reached by the Government, the Strike Committee ordered that henceforth no pickets will be allowed to search the parcels themselves, but should be accompanied by officers of the Reconstruction Department in their search.

LOCAL WEDDING.

SPARY—WEBB.

At the Union Church, Kowloon, yesterday the wedding took place of Mr. Austen Spary (electrical department, P.W.D.), second son of Mrs. Spary and the late Lieut. Spary, of Gillingham, Kent, and Miss Ida Mary Webb, eldest daughter of Captain and Mrs. C. E. Webb. The Rev. J. Horace Johnston officiated.

The bride, who was given in marriage by her uncle, Mr. H. Stimpfield, was attired in a gown of white satin and georgette, trimmed with beads, and she also wore a bridal veil and a wreath of orange blossoms and carried a bouquet of white chrysanthemums and roses. She had as her bridesmaid Miss Nancy McEwen, who wore a dress of blue crepe de chine and georgette, with hat to match, and who carried a bouquet similar to that of the bride.

The bride's mother was attired in a dress of champagne crepe de chine, trimmed with beads.

Mr. D. W. Waterson was the "best man," being assisted by Mr. Charles E. Terry as groomsmen. Mr. Andrews was at the organ.

After the ceremony a reception was held at the home of the bride's parents, 3, Leys Buildings, where Mr. and Mrs. Spary received the congratulations of their numerous friends. The honeymoon is being spent at Macao, the bride's going-away costume being of grey material with hat and wrap-coat to match.

CABLES

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

ELECTION AT HOME.

CONSERVATIVES SCORE VICTORY
AT BURY ST. EDMUNDS.

London, December 2nd.
The Bury St. Edmunds bye-election, due to the appointment of Mr. Walter Guinness as Minister of Agriculture, resulted as follows:

Mr. Guinness (C.) 14,700
Mr. Nicholls (L.) 8,703

EARLIER CABLES.

INDIAN COTTON DUTY.
MILL-OWNERS IN BOMBAY
RESTORE WAGE LEVEL.

Bombay, December 1st.
In view of the suspension of the cotton excise duty, operating to-day, the Mill-owners' Association has restored wages to the old level from to-day. The mills will again start immediately sufficient operatives present themselves for work. Altogether 135,000 mill-workers have been on strike since the middle of September.

MANCHESTER SPINNERS' VIEWS.

London, December 1st.
Following a private conference of the Manchester Chamber of Commerce, the Federation of Master Cotton Spinners' and Manufacturers' Association, as regards the suspension of the Indian cotton excise duty, a joint statement has been issued, hoping that the forthcoming abolition of the duty will assist the Indian cotton industry to overcome its difficulties. It trusts that when the finances of India permit, the import duty on Lancashire cotton goods will also be reduced, and the future needs of the Indian market be met increasingly by its own manufacturers in their class of product and by Lancashire in the types upon which she will naturally concentrate.

LATEST CABLES.

NO WORK YET.

Bombay, December 2nd.
The cotton mills have not yet resumed work as a sufficient number of operatives are not yet available. It is expected at least a week will elapse before most of them are able to re-start.

EARLIER CABLES.

COMMUNIST TRIAL ECHO.
LABOUR RESOLUTION FAILS IN
HOUSE OF COMMONS.

London, December 1st.
The House of Commons has rejected by 351 to 27 a Labourite resolution condemning the Government's action in initiating the recent Communist prosecutions, as a violation of the traditional British rights of free speech and opinion. A number of Liberals abstained from voting.

GREEKS AND BULGARS.

ATHENS GOVERNMENT IS FINED
HEAVILY.

Athens, December 1st.
The Government has received the report of Sir Horace Rumbold's Commission on the recent Greco-Bulgarian frontier incident. The reports find that it is impossible to fix responsibility for the incident, but fines Greece £15,000 for invading Bulgaria without invoking the intervention of the League of Nations and assessing the damages payable to Bulgaria at £20,000.

FIGHT TO THE DEATH.

IS APPEAL TO LABOUR BY
FRENCH SOCIALISTS.

Paris, December 1st.
The Socialist Party has issued a manifesto declaring its readiness to collaborate with the Democratic parties, which it has always helped and supported, but is far from collaboration with the Government concerned. It cannot submit to the appointment of ministerial portfolios in accordance with Parliamentary strength and concludes by appealing to all sections of Labour to fight to the death.

STORM IN CRIMEA.

Riga, December 1st.
Storm and floods swept the Azov seaboard of the Crimea on November 29th. A tidal wave invaded Mariupol, destroying several scores of houses. The rivers at Simferopol broke their banks and flooded and damaged the villages and valleys. The villagers took refuge on the roofs of houses, from which they were rescued in boats.

The extent of the casualties is unknown.

THE LOCARNO PACT.

HISTORIC SCENES IN LONDON
ON MONDAY.

SOME HOPEFUL SPEECHES.

London, December 1st.
During the speeches made at the signing of the Locarno Pact, Sir Austen Chamberlain said he was convinced that the Treaty was the commencement of a greater work of reconciliation, and that everybody was ready for even greater efforts in the future.

M. Briand said that the occasion was the proudest of his long political life, and he was convinced that it marked the commencement of a new era of peace. Herr Luther, the German Chancellor, said this was a memorable day in the history of Europe and the world.

After the signature M. Briand assured Herr Luther that in speaking as he had done he had remained a good Frenchman just as Herr Luther in coming here had remained a good German. "But both of us are Europeans."

Herr Stresemann said that nothing could serve a greater purpose in these days than the spirit of goodwill evoked by the Locarno Treaty.

Mr. Stanley Baldwin said he was confident that it was the firm intention of all nations represented, as it was the firm intention of His Majesty's Government, to carry out scrupulously and loyally the solemn obligations they had undertaken.

DESCRIPTION OF SCENE.

It was the first time that the famous reception room had been used since the war. One-third of the room was occupied by a dais on which were 200 pressmen, and behind them the cinematographmen. Sir Austen Chamberlain sat at the head of the delegates' table, at which there were 32 seats. This was surrounded by secretarial tables. Mr. Stanley Baldwin sat on Sir Austen Chamberlain's left, and Sir Cecil Hurst on his right. The British Cabinet sat behind Sir Austen Chamberlain. Punctually at eleven o'clock an official clapped his hands and the arc lights were turned on and the cameras began to whirl.

Sir Austen Chamberlain, in French, read a message from the King, regretting that his sad loss prevented celebrating the occasion as he wished, but it was his dearest hope that the great work of appeasement and reconciliation would provide a foundation for the sincere friendship of our several nations.

When the cameras started, whirling, a group of diplomats walked in from an ante-room, followed by the delegates headed by Sir Austen Chamberlain. The latter, after the King's message, addressed the gathering in French, he was followed by Herr Luther in German, and then M. M. Briand, Scelzoja, Vandervelde, Bones and Skrzyński. At the conclusion of the speeches the arc lights were again turned on during signatures, after which there were more speeches, with Mr. Stanley Baldwin, who spoke in English, closing.

OTHER PROBLEMS DISCUSSED.

M. Briand, after his reception at Buckingham Palace, which he described as most cordial, said there had been a further meeting at the Foreign Office at which various questions, including the Allied evacuation of Germany, the new régime in the Rhineland, and the representation on the Reich Oil Committee, had been discussed in the spirit of Locarno, but no decision had been reached. He added that the question of disarmament was most complex but that he was optimistic.

Sir Austen Chamberlain gave a dinner to the Locarno Conference delegates at Lancaster House, the guests also including Col. Amery, Lord Birkenhead and the Dominions and Indian High Commissioners.

DUTCH CABINET.

The Hague, December 1st.
De Heer Marchant has abandoned the attempt to form a Cabinet.

FOOTBALL AT HOME.

ROCHDALE DEFEAT WEST
STANLEY BY 4-0.
London, December 1st.
In the F.A. Cup re-play Rochdale beat West Stanley by four goals to nil.

BOXING IN BERLIN.

Berlin, December 1st.
Ten thousand people at the Sport Palace saw the Spaniard Pacino knock out the German heavyweight champion Breitenstrater, in the ninth round of a boxing contest.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

GERMAN POTASH MONOPOLY.
U.S. STATE DEPARTMENT REFUSE
FINANCIAL AID.

New York, December 2nd.
It is reported in financial circles that the efforts of the German Potash Monopoly to place in the United States a portion of the international loan of \$50,000,000 has been disapproved by the State Department.

The grounds for refusal are that American financial assistance should not be given to foreign industries enjoying a virtual monopoly.

FAR EASTERN CABLE
NEWS.

[REUTER'S AMERICAN SERVICE.]

NORTH CHINA SITUATION.

AMERICAN DESTROYERS ORDERED
TO SHANGHAI.

SITUATION IN THREATENING.

Manila, December 2nd.
Three American destroyers left here to-day for Shanghai, owing to the threatening conditions in China.

[THROUGH REUTER'S AGENCY.]

COLD STOPS FIGHTING.

Cherbourg, December 2nd.
H.M.S. Concord arrived this morning and the American destroyer *Maryleish* is expected this evening.

Heavy snow and cold has interrupted the fighting. The situation depends entirely upon the attitude of the soldiers, who continue arriving by motor.

A Tsingtao cable states that marines are in complete command of the city, having 'disarmed' the local soldiers and police. Admiral Bi Shu Ching arrived at Tsingtao to-day.

ALLEGED CONSPIRACY.

CHINESE R.O. AND WINE DEALERS
IN COURT.CHARGED WITH ATTEMPT TO
DEFRAUD REVENUE.

At the Central Magistracy yesterday afternoon, Mr. R. E. Lindell continued the hearing of the case, fully reported in previous issues of the *Daily Press*, in which a Chinese Revenue Officer and five local Chinese wine dealers were charged with conspiring to defraud the Revenue of liquor duties. The wine dealers were further charged with making a false declaration in an attempt to defraud the revenue, and the Revenue Officer was also charged with aiding and abetting them in making the false declaration.

Mr. J. D. Lloyd (Superintendent of Imports and Exports) prosecuted and Mr. W. V. Lo appeared for the defence of the Revenue Officer; while Mr. F. C. Hall represented the other defendants.

After further corroborative evidence to that given at the previous hearings had been tendered, and submissions and arguments advanced by Mr. Lo and Mr. Hall on behalf of their clients, His Worship dismissed the charge against the Chinese Revenue Officer of aiding and abetting in making a false declaration. His Worship held that the prosecution had no evidence against the man in respect to this charge, whatever suspicions there might be. His Worship also dismissed the charge against the wine dealers of making a false declaration in an attempt to defraud the revenue. In connection with this charge he said that, although there might be suspicious circumstances, there was no actual proof that the men did not import the amount they declared. Only samples of wine were weighed by the Revenue Officers and every jar was not opened. Therefore, there was no proof, so far as the law was concerned, as only an average was obtained.

With regard to the conspiracy charge against the defendants, His Worship said that although there were shrewd suspicions in the case, he was not certain that there was sufficient evidence to convict. He, therefore, reserved his decision until next week.

EARLIER CABLES.

CLOUDBURST IN FLORIDA.

New York, December 1st.
Severe storms, accompanied by cloudbursts, have swept parts of the west coast of Florida. Five persons were killed at Tampa. Much damage has been done to property in other cities.

Fourteen inches of rain fell at Miami in twelve hours. The streets were flooded, and many cars were abandoned, whilst pedestrians donned bathing suits.

RUMANIAN DEBT TO U.S.

AMERICAN OFFER TO FUND
IS ACCEPTED.

Washington, December 1st.
The Rumanian debt commission has accepted the American offer for funding the Rumanian debt to the United States.

The Rumanian debt arrangement is along the general lines of the British settlement, except that slightly easier payments are provided for during the early years of the sixty-two year contract.

BRITISH SHIP ON FIRE.
OUTBREAK ON "KENDAL CASTLE"
FROM HANKOW.

New York, December 1st.
The British steamer *Kendal Castle*, from Hankow, lying at a pier at Staten Island, took fire in number three hold, containing rubber, etc. The fire was extinguished, the cargo being considerably damaged by water.

FLUCTUATION IN WHEAT.
ADVERSE REPORTS RECEIVED
FROM THE ARGENTINE.

Chicago, December 1st.
Wheat jumped three to five cents owing to heavy speculative buying and anxiety covering by shorts, following Argentine reports of hot, muggy weather and the spread of black rust.

IN BRIGANDS' HANDS.

MISSIONARIES' TRIALS IN CHINA.

Bishop Mowll contributes to *The Times* the following account of his experiences last summer:

"Though robbers had attacked Mienchu and its neighbouring villages during July our own valley remained in peace. But on the morning of Thursday, August 6th, we were awakened by the sound of rifle shots in quick succession close at hand. Cries of 'Kill, kill, strike dead' could be heard, and steel spikes splintered our bed-room door. We had slipped on coats and I unbolting the door. The armed men outside pushed us downstairs at once. Our thumbs were quickly tied together behind our backs. Near us were a row of workmen and two servants tied together. We were led to the neighbouring house to find the other party of us together with a rope round their necks. We were quickly led across the river. On the opposite bank we were untied and marched off into the hills between armed guards. Our last glimpse of our homes was the robbers streaming out with a rifle of our possession, and pulling them into boxes. Many of the robbers wore our hats and their persons bulged with a personal look. As the loads passed we grabbed any useful clothing we could to supplement our scanty attire. Our captors avoided all roads and dragged us up and down steep hills all day. We were without food but slaked our thirst at mountain streams.

As the afternoon wore on we saw in the distance a grim looking mountain fortress with thick walls and narrow windows. We arrived just as it grew dark. As we passed up the narrow entrance we saw that the robbers had lighted a great fire at which they were cooking their meat.

THE PARTY.

There were nine of us in the party. Miss Carleton and Miss Serrie were spending the hot weather with us and a major and Miss Armstrong were with the Donnanthornes in Mr. Caldwell's house. We were chiefly concerned for little Audrey Donnanthorne, aged two, but the robbers refused our request to release her with her mother.

As soon as breakfast was over, the next morning we were hurried on down the steep hill. Rain fortunately began and we were able to rest in a farm house. The farm people gave us corn cobs. As soon as the weather cleared we started on. We were taken over another hill. At length at dusk we reached a ruined hall, situated in a thick grove of trees. Approached in the moonlight it looked most eerie. We were taken up a flight of steps and told that a long narrow room on the left was our apartment. Fortunately rain descended and we were able to rest there for two days, Saturday and Sunday.

Our food supply was so scanty that my servant obtained permission to go back to Mienchu for bread, etc., on Sunday and returned to us on Monday evening not only with food but with welcome letters and papers. It was a comfort to hear again from the outside world.

On that Monday we had been taken across a narrow pole bridge, and after tramping across the hills and fording a mountain stream we reached a farm and were given an outhouse to sleep in. After two days, despite the fact that my wife had been in bed all day with fever, we were taken across the river. A rude raft was constructed. The river was very swift and it was an answer to prayer that no accident happened. We were taken to a farmhouse near the opposite bank.

COOLIE'S BRAVERY.

My cook appeared at the river side on Saturday morning with more food. It was really brave of him, as when he had accompanied my boy on the Monday previous the robbers had sent him off and threatened to cut off his legs if he appeared again.

At dusk a shot was heard and all the guard trooped out to a conference with the unseen visitors. On Sunday morning we were taken again across the river on a raft. Hopes ran high when we were led back into the first valley that it was the first step toward home. Instead we were led further up the hillside to a very isolated little house belonging to a family named Li.

That was the worst place we were in. Mr. Li was hand in glove with the robbers. Two coffins of murdered captives were next door to the room we were in and were given an outhouse to sleep in. After two days, despite the fact that my wife had been in bed all day with fever, we were taken across the river. A rude raft was constructed. The river was very swift and it was an answer to prayer that no accident happened. We were taken to a farmhouse near the opposite bank.

RELEASE ARRANGED.

At supper time our hump-backed chief guard returned. He said our release had been arranged for in five days' time. Food would arrive next day. My pocket Testament and Psalms had survived the debacle and passed from one to another. Psalm 97 and other Psalms had especially helped us. We were so concerned for the natural anxiety of our loved ones, as the news would have reached them. We were thankful to have been able to keep together and that the child kept well.

(Continued on next Column.)

MARINE COURT.

DANGEROUS CARGO IN TYPHOON
SHELTER.

At the Marine Court yesterday, before Lieut. Commander G. F. Holt, R.N., two Chinese found on cargo boats, were charged with having on board the boats dangerous goods, namely kerosene oil, at Yaumati Typhoon Shelter, this being a place other than a dangerous goods anchorage.

Defendants pleaded not guilty.
Mr. F. Andrade, Assistant Junk Inspector, said that he went on board two cargo boats at Yaumati Typhoon Shelter and one of the defendants said he was in charge of them. The defendants were Joki and not the masters of the boats. He found in one boat 129 tins of kerosene and in the other 10 tins. The typhoon shelter was not a dangerous goods anchorage.

In reply to questions, witnesses said that when taken to the police station, one of the defendants said the kerosene belonged to him, but afterwards said it belonged to the masters of the boats.

Both defendants denied ownership of the kerosene, and as the police were not prepared to prove that they were the owners, the case was dismissed.

UNFAITHFUL HOUSEBOYS.

MAGISTRATE WARNS PAWN-
BROKERS.

At the Central Magistracy yesterday, two houseboys who were employed on the Peak were charged with the larceny of two overcoats.

Mr. H. J. Armstrong and Mr. T. C. T. Beck reported to the police that two overcoats had been stolen from their residence on the Peak. One of their two houseboys eventually admitted that he and the other houseboy had stolen the coats and pawned them for \$3 each. The overcoats were English made and were each worth about \$100.

His Worship told the two pawnbrokers who had given evidence that they had bought the coats from defendants, that they had risked losing their licences. They knew quite well that such expensive overcoats could not have belonged to the houseboys. He made an order for the return of the coats without compensation, and sentenced defendants to six weeks imprisonment.

ALLEGED FRAUD.

A Chinese was charged before Major C. Willson at the Central Magistracy yesterday afternoon with conspiring to defraud.

Evidence was given by the *fak* of a rice shop who said that another Chinese purchased some rice from the shop and paid part of the amount due and defendant guaranteed the balance. When the master of the shop called on the defendant for payment he found that the man had absconded. Similar evidence was given by the *fak* of a leather shop who said defendant purchased some leather and paid a deposit; and when he was called upon for the balance, it was discovered that he was missing.

Mr. C. A. S. Russ, who represented the defendant, said his client was the *fak* of a firm and signed the guarantees on behalf of the firm.

His Worship adjourned the case until this afternoon.

On Friday the load of provisions arrived. How eagerly the little fresh literature was seized. The few papers and magazines were read from cover to cover. On Saturday morning, we were taken to the farm by the river. Before we left our possessions were searched again. Boxes were ruthlessly broken up. Garments were heedlessly spoiled. Bedding was taken and we found ourselves in serious want when night came. The five specified days at length passed but no release came. Instead, on Wednesday August 26th, we were suddenly rushed up the hill to another farm. Further bad nights followed due to the heavy rain and leaking roof. Food was also low that ten hours had to be minutely rationed and bread failed. Scores were divided into three and given to the weakest. It was a marvel how far the ladies made the few provisions go. On Friday we were taken down hill again and across the river. More things were looted and nightfall found the party denuded of blankets. How earnestly we prayed that release might come soon. We knew how difficult it was to expect help from man when the province was without any semblance of a central Government, Yang Sen having been overthrown.

On Saturday morning the guard sent to market quickly returned with word that we were to be handed over to our friends that day. The others, however, were in no hurry. Presently they said we were to cross the river again. That was in the opposite direction to home. About noon we were ordered to start. At the door-knives and pipes were brandished at us, and the bags which each one was carrying were rifled.

The river was crossed and my servant urged us to hasten on. We saw coolies coming to meet us. We were told to sit down while some of our captors went down to meet them. Presently we heard one shout that an extra 50 dollars would be given if our goods were handed over intact. Then our loads were brought past us and we called out for what had not come. To our relief the robbers disappeared, and from 1.30 on we were alone and free.

FOR HONGKONG'S POOR.
YESTERDAY'S SALES OF ROSES.

The annual street sale of roses organized by the Society of St. Vincent de Paul was held yesterday and proved a great success. From an early hour the rose-sellers including French, British, American, Portuguese, and Chinese ladies and little girls and boys were on duty at every possible point of vantage on both sides of the harbour, and throughout the day there were very few people who were not wearing one or more of the pink, white, or red roses.

The headquarters this year were on the ground floor of St. George's Building (opposite the Kowloon Ferry) through the courtesy of the Hongkong and Territorial Estates, Limited. (Messrs. Shewan, Tomes & Company, general managers.) There a number of shroffs kindly lent by the Hongkong and Shanghai Bank were in attendance to receive the collection boxes. At the headquarters there were also displayed a large number of the toys which will be on sale at the Al Fresco Fete on Sunday next. There were also, of every description, suitable for children of all ages.

Mr. J. M. Alves, the President of the Society, who was assisted by numerous willing helpers, was kept busy throughout the day, and during the morning he entertained the sellers to refreshments at Café Wiseman.

Altogether yesterday, just over \$4,500 was received. Last year just over \$5,000 was collected. The sellers with the best totals were Misses M. Gardner, \$65; Maria Souza, \$108; Anna Basto, \$73; Miss Alves, \$160; C. Xavier, \$53; E. Grossman, \$34; Katie Tse, \$87; Mary Tse, \$83; Mrs. Grace Ozorio, \$38; Madame de Courchival, \$52; and Master Shek Tak On, \$52.

The street sellers were as under:—Misses Gertrude Jufyan, Audrey Steel, Lily Elias, Dulcinea Ribeiro, Maria Souza, Elsa Ruben, E. Kinola, Oliva Alves, Alda Alves, Achy Ezario, Mercedes da Rosa, Rita Xavier, Ena Basto, Maria Eca, Alda Oliveira, Anna Basto, Helena Remedios, Ignes Remedios, Olga Ribeiro, A. Jorge, Angelina Remedios, Stella Hyndman, Mary Gubbay, Bertha Ram, M. Fisher, Dorothy Holyoak, Bertha Van, Edna Sprinkle, Mimi Alves, Ho Nai Ngan, An Poi Chan, May Li, Yai Choo, Dolly Maher, Roane Murphy, E. Omand, Carmen Almeida, Eleanor Hegarty, Evelyn Ribeiro, Hilma Gann, Cynthia Garcia, Ricardina Luz, Ety, Brewer, Ida Eca da Silva, Norah Gill, May Marriott, Ena Allen, Gladys Chan, Clothilde Hyndman, Lily Tse, Irene Aslett, Ah Young Chang, Wai Kwok Wah, Ko Lau Tong, Gladys Allen, K. McEwen, Daphne Bird, A. Black, Elizabeth Hayley Bell, Lina Fernandes, Agnes Pau, R. Perry, G. Johnson, Irene Deacon, M. Brown, Pauline Chao, Louise Chen, D. Smith, Raymond Lam, Lily Chao, Dulcinea Ribeiro, A. d'Almada, Y. Brito, T. Brito, A. Brito, A. Noronha, M. Xavier, Olga Gill, M. Rubin, M. Gutierrez, E. Souza, A. Garcia, E. Rozario, O. Ribeiro, S. Remedios, Benetrix Xavier, B. Barros, E. Barros, M. Vaa, Katie Tse, G. Bowen, G. Remedios, A. Field, D. Bourcheir, C. Shaw, J. Holyoak, M. E. Bird, P. Pyne, A. Gutierrez, C. S. Kuen, L. K. Yok, A. Chan, Leona Xavier, Olisse Dillon, W. Stephens, I. Grimble, B. Xavier, G. Rozario, K. Maxwell, E. Santos, Iris Guimaraes, S. Xavier, Christina George, M. A. da Silva, M. Gardner, Grace Goldbach, Mary Addison, Gladys Addison, E. Boulton, M. Daniels, N. Norzimmern, Gladys Greenwith, Carmelita Britto, Cynthia Alves, Teti Noronha, Cissy Noronha, Eida Barros, Iren Spradbery, Carmen da Rosa, Carmen M. Ribeiro, Cissy Xavier, Olaida Remedios, Olga Eca da Silva, Vera Hyndman, Flory Wong, Lily Barretto, Lily Spanton, E. Grossman, E. Chapple, Stella Sprinkle, Olga Botelho, Tam Yok Chan, Mok Sau Ching, Lucy Li Yai Choy, M. Benedicho, C. Xavier, E. Fernandes, Lily Chao, Rose Lam, L. Noray, Cissy Dillon, Patsy Nicol, Tricky Deant, Peggy Harvay, Ethel Gardner, Mary Arco, Isabel Kinola, Mrs. Spink, Master A. Hosen, Master John Dillon, Master Howard Scott, Master A. Kent, Master Hagarty, Madame Nadau, Madame Gossa, Mrs. Grace Ozorio, Master V. Allen, Master F. Anselv, Master Yuen Sun Fat, Master John Hayley Bell, Master Jackie Scott, Master Robin Hall, Master David, Kent, Master Eric Grimble, Master Enrique Chan, Master Shik Tai Koo, Master Au, Yung Lam, Master Ng, Master Chan, Master Court, Master Mrs. Murray, Mrs. Cashman, Mrs. Everist, and a large number of Boy Scouts.

The Society also begs to acknowledge further donations to the funds of the Al Fresco Fete on December 6th:—Sis Paul Chater, \$1,000; Mrs. H. W. Bird, \$50; Mr. D. E. Clark, \$25; Mrs. Kern, \$10; Anonymous, \$5.

French Convent, valuable gifts. Green & Co., Postcards for Picture Gallery.

Mr. Ernest Kern, various useful articles. The 2nd annual Al Fresco Fete will be held in the compound of the Catholic Cathedral on Sunday, from 9.30 to 11.30 p.m.

THE LARGEST DREDGER.

A Dutch shipbuilding wharf has just finished the construction of the largest dredger in the world. The ship, which is built for England, measures 68 yards in length, is nearly 11 yards wide, and is able to dredge to the depth of 25 yards working some 1,600 tons of mud per hour. The dredger is to be used for clearing the new harbour of Southampton.

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addressed as follows:

HONGKONG TIDE TABLE.

From Dec. 3rd to 9th, 1925.

Days of Week	Day of Month	HIGH WATER				LOW WATER			
		H'gong, Standard Time.	H'gong, High Water.	H'gong, Low Water.	H'gong, High Water.	H'gong, Standard Time.	H'gong, High Water.	H'gong, Low Water.	H'gong, High Water.
Thurs.	3	h. m. 0 20	4 40	h. m. 5 38	1 3	h. m. 0 20	4 40	h. m. 5 38	1 3
Fri.	4	10 24	2 6	4 48	3 9	10 24	2 6	4 48	3 9
Sat.	5	11 22	2 0	4 56	4 1	11 22	2 0	4 56	4 1
Sun.	6	12 18	1 18	5 04	4 19	12 18	1 18	5 04	4 19
Mon.	7	1 13	1 13	5 12	4 27	1 13	1 13	5 12	4 27
Tues.	8	2 04	0 2	5 20	4 35	2 04	0 2	5 20	4 35
Wed.	9	2 58	0 10	5 28	4 43	2 58	0 10	5 28	4 43

TRADE UNIONISTS AND RUSSIA. BRITISH REPORT DENOUNCED. GERMAN SOCIALIST AND "INFAMOUS" LIES.

BERLIN, October 25th.

The greatest group of German trade unions, the Allgemeine Deutsche Gewerkschaftsbund, has published a scathing denunciation of the report made by the British trade unionist delegation on Russia. It is in the form of a pamphlet written by Herr Loeffler, himself a trade union official and Socialist.

"Unpleasant facts are passed over with diplomatic subtleties," runs the reply of the German trade unions, "and the compilers are not afraid even of lies in order to put the Russian system in a better light."

It is shocking that seven trade unionists whose names were held in repute should go to Russia for study and circulate to the international world a wretched and clumsy piece of work in the form of a report. The Bolsheviks must be laughing up their sleeves.

ELECTORAL "RIGHTS."

Herr Loeffler notes that the delegation state that elections are carried out by a "show of hands" and complains that after this they have the audacity to talk of electoral rights in Russia.

"The report of the British trade unionists is the sum of the arguments of the international enemies of free, secure, and direct voting, and therefore treachery to the members of trade unions and the Socialist international workers."

This German Socialist comments on the chapter of remarks about Georgia with indignation.

"In this chapter is to be found the most infamous lies contained in the report. The British trade unionists declare that the Bolsheviks were embittered because Georgian Mensheviks, otherwise the Socialists, shot 18 hostages, whereas it was the Bolsheviks themselves who had shot 18 Socialist hostages."

"It remains for the British Labour movement to state the exact opposite of the truth in order to find excuses for the Bolsheviks who drenched Georgia with blood."

The chapter on Georgia is one burning shame."

Herr Loeffler comments that the delegation harps on the statement that the working classes are the ruling classes in Russia, and that one statement after another from the British report shows that this is not so.

His satire on the statement that the delay in the payment of wages is the chief cause of discontent among the workers is—

"How can the Russian workers be discontented about this? It is, of course, known that for instance the workers in the Don Basin have to wait three months for their wages, but that is no reason to be discontented, for money is stable. If the workers have nothing to eat, that is also no reason for discontent, for they know that they are the governing classes, and they have only the duties of the governing classes to perform. They are only discontented because they have not yet apprehended these duties."

This spokesman of the German trade unions has a word of advice for British workers. "It is very desirable that British trade unions should deal severely with their delegations to Russia, because they represent danger to the working classes."

THE ZINOVIEV LETTER.

"Why has this monstrous report been made?" The German Socialist gives the answer. He calls to mind the fact of the Zinoviev letter published by *The Daily Mail* on the eve of the last election, and says: "This is the only explanation. These trade unionists wanted to proclaim that the Congressists, who defeated them, had lied during the electoral struggle. They have now been caught themselves in the clutches of lies."

DEADLY CRITICISM OF OUR MOSCOW TOURISTS.

Under this caption the *Daily Mail* has the following leader:—

We publish to-day a summary of a remarkable pamphlet which has just appeared in Germany, criticising in deadly fashion the report on Soviet Russia which seven British trade unionists signed after a short visit to Russia a year ago. The trade unionists included Messrs. Albert Parcell, Herbert Smith, Ben Tillet, John Turner, John Bromley, and Alan Findlay.

The general effect of their report was to represent Bolshevik Russia as a modern paradise and to astonish all who knew anything of that unhappy country. The German pamphlet makes short work of such nonsense. It is written by a convinced Socialist, Herr Loeffler, and it is printed for a great combination of German trade unions. Its statements, therefore, will carry the stronger conviction. So formidable is its indictment of the British report and the persons responsible for that report that they ought at once to reply (if they have any reply to make). If they fail to reply, the British trade unions and the British Labour Party ought to take action against them.

The British trade unionists are accused of spreading "infamous lies," told them by the Bolsheviks in such matters as the savage mass executions carried out by the Soviet Government in Georgia. The chapter on Georgia is described as "one burning shame." Their assertion that the working classes are the ruling classes in

(Continued on next column.)

FINANCE OF WEMBLEY. MONEY MADE THIS YEAR. £100,000 PROFIT ON TATTOO.

The financial loss on the exhibition will not be ascertained until early next year, but it is estimated at between £1,750,000 and £2,000,000. The deficit is guaranteed to the extent of £2,250,000, the principal guarantors being:—

The Government £1,100,000
Sir R. McAlpine and Sons 150,000
The principal contractors 150,000
Lloyd's underwriters 100,000
Five joint stock banks 50,000

The balance of £800,000 is covered by 2,000 guarantors, with an average undertaking of £400 each.

The Tattoo proved a financial as well as a patriotic success, the profit being estimated at £100,000, after paying expenses. This profit will be shared equally by the exhibition and the Department of Overseas Trade, jointly responsible for the production.

It is understood that there was a profit on the exhibition from May 9th to October 31st. Against this, however, must be placed the cost of upkeep and preparation during the period between last year's and this year's exhibitions. The daily £100 prize competition had undoubtedly the effect of "attracting" visitors.

A railway company, it is understood, has offered to purchase the south-west section of the grounds and buildings, including the Palaces of Housing and Industry. Apart from the Stadium, the only other permanent building is the British Government Pavilion, erected on a site for which only a temporary lease was given.

Before Christmas returning of the Stadium begins in preparation for the Football Cup final on April 24th.

FEATURES THAT PAID THIS YEAR.

— TREASURES ISLAND AND THE £100 PRIZE.

The Garden Club, with nearly 4,000 members, was London's outdoor social centre throughout the 1925 season. Its restaurant took as much for dinners during this period as any two first-class London hotels put together.

The club was carried on jointly by the exhibition and the Gordon Hotel. At first private dining-rooms were reserved for royal guests, until, on the occasion of a visit paid by the Duke and Duchess of York, the Duchess remarked: "Why cannot we be put where we can see and dance like everybody else?"

— TREASURE ISLAND.

Treasure Island, the invention of Major Belcher and Mr. Ayrsen, proved a gratifying financial success. Not only have the returns covered the original capital outlay and maintenance expenses, but also they show a handsome profit.

American visitors have been so interested in Treasure Island that it is to be reproduced on a much larger scale as a Children's Paradise at the 1928 exhibition at Philadelphia, with Major Belcher in charge.

— THE £100 PRIZE.

The daily £100 competition prize for the most correct forecast of the following day's attendance was suggested by Mr. A. G. Charter, finance manager of the exhibition. The suggestion was approved by Sir J. A. Cooper, and booked by Lord Stevenson, who succeeded in securing its adoption.

The visitors paid by the King and Queen and by the Duke and Duchess of York greatly stimulated public interest during the early days of the 1925 exhibition. Attendances were also increased as a result of the agreement of the general managers of the railway and omnibus companies to issue a 2s. combined return travel and admission ticket from anywhere in the London zone.

According to the published accounts of the 1924 exhibition, the cost of advertising during the five years from January 1st, 1920, to December 31st, 1924, was £161,000. It is understood that this expenditure in connection with the 1925 exhibition amounted to £123,000.

A considerable economy was effected in the insurance of the exhibition property against fire. In 1925 the rates paid were less than half those charged in 1924.

The accounts for the construction of the exhibition have not yet been completed, and nothing definite can be stated as to the results of the exhibition, even for 1924, until the quantity surveyors have measured, and the architects have confirmed, the amount, if any, that is still due to the contractor for the building of the exhibition.

Russia is riddled with sarcasm by their German critics, and their whole report described as a "danger to the working classes," because it excuses and defends a merciless tyranny.

Those who want to know the truth about Soviet Russia will be well advised to turn to Emma Goldman's account of her experiences in that country which has just been published here under the title of "My Disillusionment in Russia." She went there as a convinced extremist, sympathising with the Bolsheviks. She came away "shuddering at the ghastly experience" of a country where terrorism still reigns, where free speech is not permitted, and where, as she puts it, every one has been impoverished without the slightest benefit to the poor. By the figures which the Bolsheviks themselves have published they have more unemployed than this country, and, as for the condition of the worker under Communism, it is sufficient to point out that the Russian miner receives 19s. a month, whereas the British miner receives more than that amount a week.

When all our British Socialists cease to swallow any impudent falsehood that the Bolsheviks palm off on them!



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Anlung	Hankow	Nanning
Manchurian	Yochow	Yuechow
Trade C'tres	Shanghai	K'Chuanwa
Neuchang	Ichang	K'Chuanwa
Chaim	Changking	Chongchow
Port Arthur	Hangchow	Hangchow
Chafoo	Ningpo	Mengts
Wenhaiwei	Wenchow	Hokow
Tientsin	Santiao	Somow
Mukden	Footchow	Tengyeh
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THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8th.

AUGUST 29th.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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CONTROL OF BOXING.
LORD LONSDALE'S VIEWS.

It is expected that there will be an early decision on the part of the Home Office with regard to the proposal now before the department dealing with the proper and efficient control of boxing in this country, says a recent London message.

In the meanwhile everyone interested in the sport and jealous of the good name of English boxing supports the demand that such scenes as those recently witnessed at the Albert Hall in connection with a contest organised by a private promoter shall be impossible of recurrence.

Mr. Henry Jacobs, the promoter of this contest, flouted a certificated referee of the British Boxing Board of Control because he did not agree with his decision, declaring publicly that he would never employ him again.

The Board of Control has replied by refusing to allow any of its certificated officials to act for Mr. Jacobs, and it is now disclosed that the board has also suggested to the Home Office that all boxing contests should in future receive an official licence and have offered to advise the Home Office as to suitability of a promoter and his arrangements before a licence is issued.

Other matters which experts declare must be cleared up before boxing can be said to be satisfactory controlled are:

The offer of gigantic purses, often imaginary and only advertised to attract the public.

The prohibition of ring-side book-making.

Lord Lonsdale, one of the leading supporters of boxing in this country, is of the opinion that the Boxing Board of Control is a body capable of making its orders respected.

There may be salutary surprise in store for those who promote competitions of a character calculated to lead to disorder. I am going to get this sort of thing stopped.

RIDICULOUS PURSES.

I am perfectly certain that the source of all the recent trouble and the damage to and deterioration of boxing is the exorbitant figures that are given to these men for boxing. They are figures altogether disproportionate to the science and art required or the expenses in preparing for a contest.

The education of a boxer costs a good sum no doubt. I do not suppose a man can do it under one or perhaps two thousand pounds, and, of course, he is entitled to expect a proper return for such an outlay and education. Those who arrange these contests are entitled to look for an adequate return also. But the returns at present are entirely disproportionate to the expenses and are opposed to all common sense.

I know one boxer who made £22,000 by winning one match, and the loser, I understand, received £54,000.

Such payments, when compared with the stipend of the Archbishop of Canterbury or York, or with the salary of any Prime Minister or other Minister who has ever represented Britain in the world, illustrate to what ridiculous extremes payments for a boxing match have now gone. That is the source of all the trouble.

Boxing in general is all right. Isolated incidents like the Albert Hall exhibition are all wrong and contrary to our traditions. Because of recent deplorable incidents, it would not be fair for anyone to assume that all boxing is on those lines. It has been well managed all over the country, and those of us who have the sport at heart genuinely deplore such happenings.

The power of the Board of Control lies really in what it conveys to the Home Office. It issues its certificates in regard to boxing generally, and it has its lists of recognised participants in the sport just as the Jockey Club has its list of jockeys. But the Board of Control does more than that. I have always appealed to the Board not to make too commonly known what power it has and how that power can be used. I think that is the wise course. Certain people may then discover in a surprising way that the Board of Control actually has been granted far higher powers than were suspected.

If any people are of the opinion that boxing is not under the Home Office they are very much mistaken, and it will be surprising to me if these things are repeated and if scenes like those under discussion and all undertakings under such sort of management are not ended.

As for Mr. Harry Jacobs, he deserves the sternest censure of any man of whom I ever heard in connection with boxing. He employs a qualified referee. That gentleman gives an opinion. It may be wrong, but he believes it to be right. He gives it as his honest judgment and the man who employs him tries to play up to the public by disclaiming him and saying he will never employ him again.

I was not present, but I can imagine no statement more calculated to create disturbance than that attributed to Mr. Jacobs. However, Mr. Jacobs may find that he has not the chance to employ a certificated referee again. At any rate, if men like that are going to be allowed to engage the Albert Hall and promote boxing competitions and then treat referees in that way, well, the sooner they are stopped the better.

The Board of Control can draw the attention of the Home Office to the fact that in its belief such and such a projected competition is not likely to be to the advantage of the public or the boxing world, and it would then be for the Home Office to take whatever steps were thought fit to stop it.

POSTAGE STAMPS.

INTERESTING NOTES ON EASTERN ISSUES.

Mr. Fred J. Melville, the well-known philatelic authority, contributes the following to the *London Daily Telegraph*. With the postage-due stamps now introduced in the Federated Malay States and Hongkong comes a hint of a change in the details of manufacturing stamps for those Colonies and protected States where the currencies are on the decimal system. These new postage-due stamps are printed in sheets of 100, undivided into two pages of 50 for the stamps of the Federated Malay States. The 100-set plate is the obvious one for countries using dollars and cents, and in time we shall no doubt have the ordinary postage stamps of these places printed in a similarly convenient form. The present system of printing them in 60, 120, or 240 sheets, suitable enough for Colonies using sterling, must be a frequent source of trouble in the dollar Colonies. Dominions like Canada and Newfoundland who do not get their stamps through the Crown Agents have them printed in sheets of 100.

The 60, 120, and 240-set plates are a relic of the use of the register watermark, when the paper made for the general use of Colonies supplied by the Crown Agents had the watermarks so arranged as to give one complete watermark to each stamp. But for over twenty years the "multiple" or "all-over" watermark has been in use, and with the present watermark paper there is no need to make the plates for dollar countries exactly the same size as for the pence Colonies. In the postal accountability of such Colonies the advantage of the sheets being in 50's, and 100's, has long been desired, and will be a great convenience.

Colonies and Protectorates using decimal currency which would be affected by a general change to 100-set plates for their ordinary postage stamps are the Straits Settlements, Federated Malay States, Sarawak, Kedah, Kelantan, Trengganu, Johore, Hongkong, British Guiana, and British Honduras, with possibly Ceylon and Mauritius, which use cents of a rupee. Such a change need not involve changes of design, and in some cases the present plates could be adapted.

As regards the types of these new postage-due stamps, that for the Federated Malay States conforms to the simple large numeral style common to the majority of postage-due stamps; the values are one cent purple, two cents black, eight cents red, ten cents orange, and twelve cents blue. The Hongkong scales design helps the native to grasp the fact that the letter has not been sufficiently prepaid; the values and colours are one cent brown, two cents green, four cents red, six cents orange, and ten cents blue. Some months ago Lord Dairington, P.C., sent requests to the Governors of British Colonies for stamps to be sold in aid of the "Church Army Fund for Disabled ex-Service Men." Many interesting contributions resulted. The Rajah of Sarawak autographed a booklet of thirty-seven stamps (including early issues) of that protectorate. The Sultans of Johore, Kedah, Kelantan, and Trengganu all sent collections. In the case of Trengganu the set of fifteen included the high values 85, 925, 950, and 9100.

NAVAL CAPTAINS.

The Secretary of the Admiralty last month issued the following communiqué to the Press:—

The rumour stated to be current to the effect that the Admiralty intend at the end of the year to reduce the number of captains and commanders on the active list of the Royal Navy is incorrect, as no such proposal has been under the consideration of the Board.

STATE EXPRESS
555
VIRGINIA

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ITALY'S 6,000-MILE BRITISH CABLE.

£1,000,000 ORDER COMPLETED.

The new Italian cable from Rome to South America, which was formally opened recently by Signor Mussolini, is a remarkable example of the combination of Italian enterprise and British workmanship.

The cable, which is 6,000 miles long, begins near Rome and ends at Buenos Aires. The whole undertaking has been conceived, financed, and completed within three years. Orders for much of the equipment, including submarine cable and instruments for the cable stations to the extent of £1,000,000, were given to England. Greenwich and Woolwich firms were chiefly concerned.

Between fifty and sixty British telegraph operators have already been engaged to staff the stations.

BIG INCREASE OF TRAMPS.
A ROOM AND A BATH.

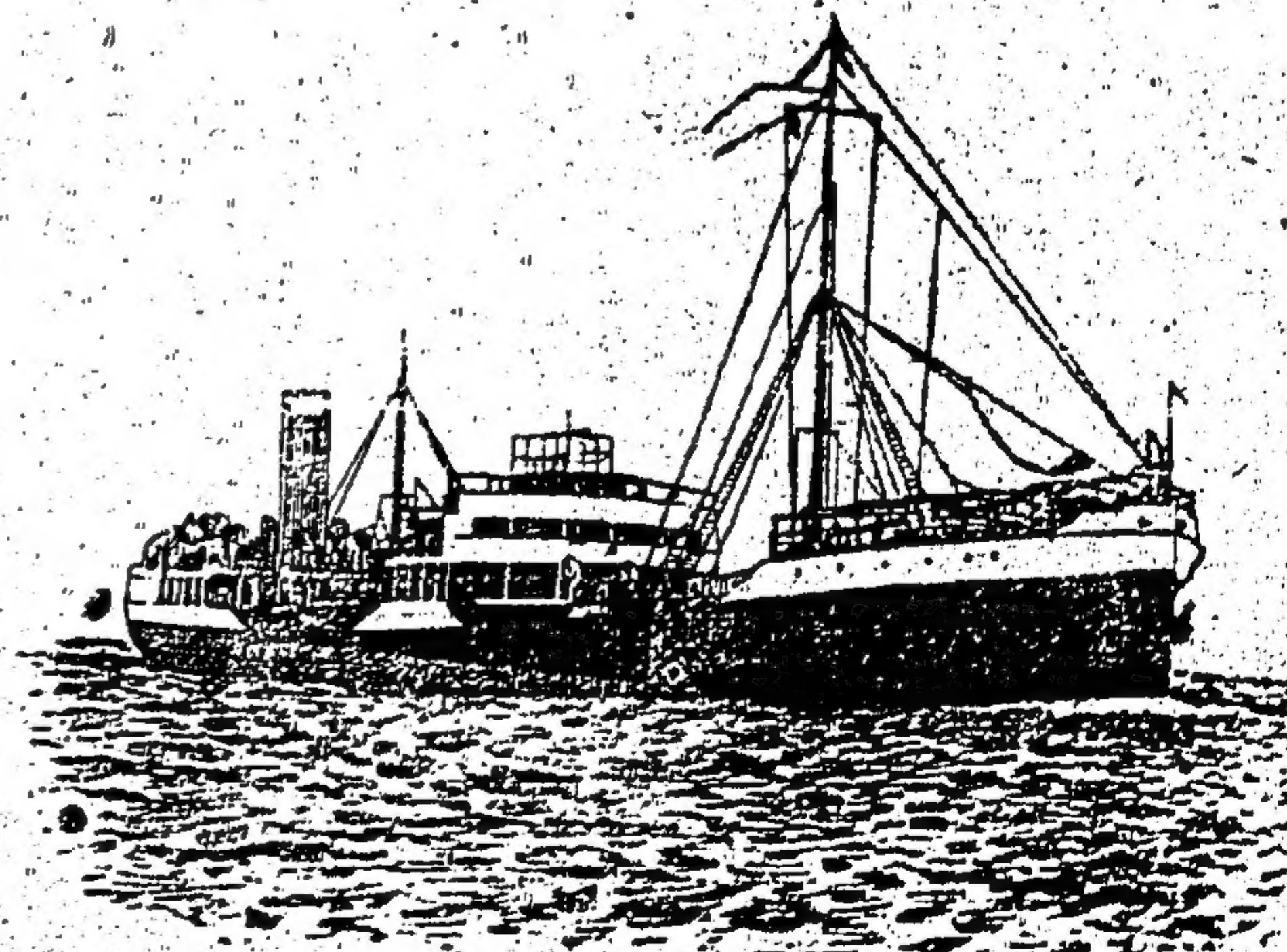
Poor Law authorities throughout the country, remarks a London paper, are gravely concerned about the enormous increase in the number of tramps who have been attracted by the recent instructions of the Ministry of Health for clean baths, drying of clothing, provision of night clothing, separate accommodation and other comforts.

In Lincolnshire the number of admissions to vagrancy wards this year has been 80,357, which compares with 3,658 in 1919 and is an increase of 8,698 over last year.

It has been stated that on any night in the year 14,000 people are provided with accommodation in the 500 casual wards in the country. If each person costs 6d. a night, as officially estimated, the total cost for the year is nearly £200,000.

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B. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIPPING NEWS

ARRIVALS.

December 1st.

Borneo Maru, Japanese str., 4,281 tons, Capt. T. Motowaga, from Bombay and Singapore, with a general cargo, lying at buoy No. A25.—O.S.K.

City of Durban, British str., 2,817 tons, Capt. G. Taylor, from New York and Manila, with a general cargo, lying at buoy No. A25.—Bank Line.

Pakhoi, British str., 1,227 tons, Capt. W. Andrews, from Hongkong, with a cargo of coal, lying at Stonecutters.—B. & S.

Sunkang, Chinese str., 222 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C25.—Man Yick S.S. Co.

December 2nd.

Carinthia, British str., 12,067 tons, Capt. E. Diggle, from New York and China, lying at buoy No. A25.—O.S.K.

Curmaworth, British str., 4,000 tons, Capt. W. Baker, from Shanghai, with a general cargo, lying at buoy No. A25.—J. M. & Co.

Chipping, British str., 1,199 tons, Capt. D. H. Burleigh, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C25.—Jardine, Matheson & Co.

Gorjatan, British str., 2,918 tons, Capt. Riddock, from Singapore, lying in Kowloon Bay.—Cheong Hoo.

Jule, French str., 398 tons, Capt. P. Maternak, from Port Bayard, with a general cargo, lying at buoy No. A25.—Shun Cheong S.S. Co.

Kanara, Chinese str., 503 tons, Capt. T. Nicol, from Shanghai, lying at buoy No. C44.—Kai Yue & Co.

Koto Maru, Japanese str., 1,309 tons, Capt. S. Sato, from Japan ports, with a general cargo, lying at O.S.K. wharf.—O.S.K.

Mitsunoto Maru, Japanese str., 4,354 tons, Capt. T. Takechi, from Hamburg and Singapore, with a general cargo, lying at buoy No. A25.—N.Y.K.

Siberian Prince, British str., 4,998 tons, Capt. Hallway, from Shanghai, with a general cargo, lying at buoy No. A25.—Furness (Far East).

Tan Chuan, Dutch str., 2,880 tons, Capt. G. Hagenicker, from Singapore, with a general cargo, lying at buoy No. A5.—J.C.J.L.

CLEARANCES.

December 2nd.

Intarica, for Kwang Chow Wan.

Borneo Maru, for Kobe.

Carinthia, for Manila.

Curmaworth, for Singapore.

Chung Hing, for Kwang Chow Wan.

Gorjatan, for Amoy.

Kulpa, for Haiphong.

Kulpa, for Singapore.

Matsunoto Maru, for Shanghai.

Siberian Prince, for Manila.

Sungshan Maru, for Swatow.

Tuning, for Pakhoi.

Tjkenbang, for Shanghai.

Vin Chuan, for Amoy.

West Koder, for Manila.

EXIT P. AND O. "SOUDAN."

Travellers in the Far East will be sorry to learn that the P. & O. *Soudan* (Captain C. G. Randall) will be seen no more in these waters as the *Soudan*. On her arrival in Osaka she is to be sold to Japan buyers for breaking-up purposes. The *Soudan* was built at Greenock by Caird & Co. in 1901 and it is a coincidence that Mr. C. H. B. Lockhead, her Chief Engineer, who will say farewell to her in Osaka, helped as junior engineer to supervise her construction 24 years ago.

A sister-ship of the *Stella* and the *Sardis*, the *Soudan* was employed as a troopship in the South African War and regularly during troopship seasons afterwards. When the Great War broke out in 1914 she was attached to the Grand Fleet as hospital ship. In 1915, when a naval hospital ship in the Dardanelles, she rescued the survivors of the *Royal Edward*, when the latter was torpedoed off Alexandria. She continued to serve as a naval hospital ship till the end of War and was then employed in taking back Australian and New Zealand troops and also in voyages to the West Indies. Afterwards she returned to the regular cargo and passenger service between England and Calcutta and has been since 1922 on the Bombay-Java run.

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER, 1925.

(Standard of the 120th Meridian, East of Greenwich.)

Date.	Sunrise.	Sunset.
December 3rd.....	6.48 a.m.	5.39 p.m.
4th.....	6.49	5.39
5th.....	6.49	5.39
6th.....	6.50	5.39
7th.....	6.50	5.39
8th.....	6.51	5.39
9th.....	6.52	5.40
10th.....	6.52	5.40
11th.....	6.53	5.40
12th.....	6.54	5.40
13th.....	6.54	5.41
14th.....	6.55	5.41
15th.....	6.56	5.41
16th.....	6.56	5.42
17th.....	6.57	5.42
18th.....	6.57	5.43
19th.....	6.57	5.43
20th.....	6.58	5.43
21st.....	6.58	5.44
22nd.....	6.59	5.44
23rd.....	6.59	5.45
24th.....	7.00	5.45
25th.....	7.01	5.46
26th.....	7.01	5.47
27th.....	7.02	5.48
28th.....	7.02	5.48
29th.....	7.03	5.49
30th.....	7.03	5.49
31st.....	7.03	5.49

THE KARA SEA.

STORY OF THIS YEAR'S EXPEDITION.

Some interesting facts about the Kara Sea Expedition organised by the Russian Trade Delegation have been given a representative of *Lloyd's List* by Captain N. Mukaloff, marine surveyor, of Old Broad-street, who was in charge of one of the ships forming the expedition.

Captain Mukaloff, who is a specialist in ice navigation, said: "We left England on August 1st, the expedition consisting of the *Leonid Krassin*, while Captain Nikolaioff was in general charge of the other vessels. The total quantity of the cargo we carried was 7,334 tons, comprising agricultural machinery, tools, appliances, chemical and medical appliances, and so forth, of the value of about £200,000. The purchases were made for the most part in England, and were destined for Siberia.

The weather generally was favourable, except for a certain amount of snow and some fog, and there was a delay of twelve days in the Kara Sea, owing to the quantity of ice which we met with. We had the services of an ice-breaking steamer for reconnoitring purposes, and were also in wireless communication with the shore stations. Some help, too, was given by aeroplanes, a station having now been established for experimental work in a sheltered spot on the coast of Nova Zembla.

We discharged our cargo at the mouth of the Obi, and the other vessels proceeded a distance of about 150 miles along the Yenisei. The return cargo consisted of timber, hides, furs, oil-cakes and other goods of the total value corresponding to that which we had brought with us. The cargo in the *Leonid Krassin* included 910 standards of timber. All the goods were brought to us in lighters. Our visit appeared to be a very welcome one. The natives showed great interest in our movements, and their friendliness seemed prompted in part by their desire to be given some of the food and drink which we had on board, especially whisky and rum. We enjoyed a good deal of sport in the way of shooting, and replenished our supplies of fresh meat with reindeer and with wild geese, ducks and other birds. We also shot a number of bears. No cases of illness occurred at any time. The climate is very healthy, and though the thermometer registered 40 degrees of frost, the weather, as I have said, was generally favourable. The crew of each of the ships numbered about 30."

JOHN BULL AT HOME.

(BY PRINCE ANDREW OF RUSSIA, IN THE "DAILY MAIL.")

I have wintered in many countries, but I think that for general cosiness and comfort the well appointed English home beats all the others. The only possible exception was the Russian home of pre-Bolshevik times; for in our country, during the severe cold of winter months, one has to live a great deal indoors, and the houses are, therefore, adequately equipped.

The heating system of some English houses is sometimes not quite as good as one would like, in view of the dampness and cold of the climate, but they give one the impression of homeliness. The big open grates with their crackling fires, the soft easy chairs near by, are suggestive of long cosy evenings spent at the family hearth.

The Englishman is a great explorer, a coloniser, a big game shooter, and a sportsman in general, but his love of home is also a predominant trait of his character, and it is during the winter months that one sees it best.

It is only the most intimate friends that are in a position to make such an observation, for the Englishman does not easily admit a stranger to his family hearth. His reserve, his diffidence, an aloofness of manner have wrongly gained him the reputation of coldness and even callousness; you have to know him more intimately to appreciate him at his full value.

If a stranger happens to be admitted among the few intimate friends, it is during the long winter evenings at the family hearth that he is given the first glimpse into his British host's inner mind. The cosiness of the atmosphere and the warmth of the crackling fire seem to melt his reserve, and you are surprised and delighted to come on a new side of his character. The cool aloofness and diffident abruptness that he invariably affects when at his club or at some social function seem to melt away and big-hearted human being, full of sympathy and understanding, and a most hospitable and charming host.

Such is the best type of Englishman that I have had the pleasure to observe, and it is when winter comes, in the very heart of his holy of holies, his home, that he shows up at his best.

SHIPPING MOVEMENTS.

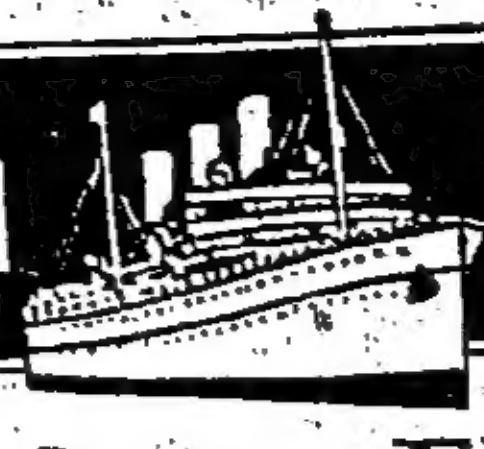
The R.M.S. *Empress of Russia*, which left Hongkong on November 18th, arrived at Vancouver on December 1st.

VESSELS EXPECTED.

Agna (Swedish East Asiatic), due Jan. 1st, 1926.

Empress of Canada (C.P.R.), due Dec. 17th.

Formosa (Swedish East Asiatic), due December 25th.



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VICTORIA AND VANCOUVER

VIA SHANGHAI AND JAPAN PORTS.

Steamers	Hongk.	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 18	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 2
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 15
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 1
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 15
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 30
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 12
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	Apr. 26
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 10
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 24
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 7
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 21
EMPRESS OF ASIA	June 25	June 28	July 1	July 3	July 5

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG SERVICE			
Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 3	Dec. 5	EXPRESS ASIA	Dec. 6
Dec. 15	Dec. 20	EXPRESS CANADA	Dec. 21
Dec. 27	Jan. 1	EXPRESS RUSSIA	Jan. 2
Jan. 8	Jan. 10		

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Through passage rates to Europe via America G.440, G.420, G.440.

Ship	Departure	Arrival
ITO MARU	Wednesday, 10th Dec. at 11 a.m.	Wednesday, 16th Jan.
SHIZUOKA MARU	Wednesday, 10th Dec.	Wednesday, 16th Jan.
MARSHALLS, LONDON & ANTWERP via Singapore & Ports	Saturday, 5th Dec. at 11 a.m.	Saturday, 18th Dec. at 11 a.m.
KITANO MARU	Saturday, 5th Dec.	Saturday, 18th Dec.
HARUNA MARU	Saturday, 5th Dec.	Saturday, 18th Dec.
KAMO MARU	Saturday, 5th Dec.	Saturday, 18th Dec.
HAMBURG via LONDON & ROTTERDAM	Tuesday, 12th Jan.	
LIVERPOOL via ADEN & MARSEILLES	Saturday, 2nd Jan.	
MATSUYE MARU	Wednesday, 23rd Dec. at 11 a.m.	Wednesday, 20th Jan.
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 23rd Dec. at 11 a.m.	Wednesday, 20th Jan.
AKI MARU	Wednesday, 23rd Dec.	Wednesday, 20th Jan.
NEW YORK and/or BOSTON via PANAMA	Saturday, 5th Dec.	Saturday, 26th Dec.
RANGUN MARU	Saturday, 5th Dec.	Saturday, 26th Dec.
MALACCA MARU	Saturday, 5th Dec.	Saturday, 26th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.	Monday, 23rd Dec.	
KAWACHI MARU	Monday, 23rd Dec.	
CALCUTTA via Singapore, Penang & Bangkok	Friday, 18th Dec.	
BENGAL MARU	Friday, 18th Dec.	
BOMBAY via Singapore, Penang & Colombo	Saturday, 12th Dec.	
SADO MARU	Saturday, 12th Dec.	
NAGASAKI, KOBE & YOKOHAMA	Thursday, 17th Dec.	
AKI MARU	Thursday, 17th Dec.	
SHANGHAI, KOBE & YOKOHAMA	Tuesday, 1st Dec. at 3 p.m.	
MURORAN MARU	Tuesday, 1st Dec. at 3 p.m.	
KATORI MARU	Tuesday, 1st Dec. at 3 p.m.	
ATSUTA MARU	Tuesday, 1st Dec. at 3 p.m.	

For further information, apply to—
Telephone: Central Nos. 402, 233 & 242.

S. KINOSHITA, Manager

SHIPPING NOTES.

On the arrival of the P. & O. *Mantua* at Penang the master reported to the Harbour authorities that J. E. Brooke, the ship's linen storekeeper, disappeared during the voyage of the ship from Singapore to Penang.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 64, of which 29 were British.

For the twenty-four hours ended at 9 a.m. yesterday there were twelve arrivals, of which four were British, one French, five Japanese and two Chinese. The departures for the same period also numbered twelve and there were three vessels with clearance papers in for the same period.

The total cargo entered for Hongkong for the above period was 7,973 tons, while that entered for ports beyond totalled 28,243 tons, compared with 14,415 tons for the previous day. The combined cargo came to 33,515 tons, against 25,000. Dock passengers entered yesterday numbered 103.

The arrivals for the above period were the s.s. *Chih Shing* (Br.) from Tientsin and Weihaiwei with 1,340 tons of general

cargo and mail; the s.s. *Carmarthenshire* (Br.) from Shanghai with a nil entry for Hongkong, but 7,000 tons of general cargo for ports beyond; the s.s. *Yokohama* (Br.) from Haiphong and Hongkong with 2,200 tons of general cargo and mail; the s.s. *Empress of Asia* (Br.) from Vancouver and Shanghai with 670 tons of general cargo; the s.s. *Jade* (French) from general cargo; the s.s. *Matsumoto Maru* (Japanese) from Singapore with 72 tons of general cargo and mail; the s.s. *Muroran Maru* (Japanese) from Calcutta and Bombay with 408 tons of general cargo; the s.s. *Katori Maru* (Japanese) from Middlesbrough and Singapore with 178 tons of general cargo and mail; the s.s. *Dorne* (Maru) (Japanese) from Bombay and Singapore with 228 tons of general cargo; the s.s. *Koto Maru* (Japanese) with 870 tons of cement, sugar and sundries and mail; the s.s. *Kanara* (Chinese) from Haiphong and Shanghai with 100 tons of general cargo and the s.s. *Sun Kang* (Chinese).

A later arrival yesterday was the round-the-world tourist liner the s.s. *Carinthia*; the s.s. *Van Clee* from the Straits; the s.s. *Yingchow* from Shanghai. The s.s. *President Jackson* (American), which was due yesterday from the North with mail from U.S.A., Canada, Japan and Shanghai, has been delayed and will now arrive to-day.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG via HOIHOW	"CHAKSANG"	Friday	4th Dec. at Noon
TIENSIN via WEIHAIWEI	"CHIFSHING"	Sunday	6th Dec. at 7 a.m.
YOKOHAMA via AMOY			
SHANGHAI & KOBE	"KUMSANG"	Sunday	6th Dec. at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Tuesday	8th Dec. at 10 a.m.
TSINGTAO via SHANGHAI	"KWONGSANG"	Wednesday	9th Dec. at 7 a.m.
KOBE via AMOY, SHANGHAI & MOJI	"NAMSANG"	Monday	14th Dec. at 7 a.m.
SANDAKAN	"HINSANG"	Wednesday	16th Dec. at Noon
STRAITS & CALCUTTA	"YUENSANG"	Wednesday	16th Dec. at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday	24th Dec. at 3 p.m.
KOBE via SHANGHAI	"FOKSANG"	Tuesday	29th Dec. at 7 a.m.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENARA"	2nd Dec.
"CARNARVONSHIRE"	12th
"GLENSHIRE"	24th
"PEMBROKESHIRE"	7th Jan.
"GLENSIFFER"	21st
"GLENGGLE"	4th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARA"	2nd Dec.	24th Dec.
"CARNARVONSHIRE"	12th	London, Rotterdam & Hamburg
"GLENSHIRE"	24th	London, Rotterdam & Hamburg via Bremen
"PEMBROKESHIRE"	7th Jan.	31st Jan.
"GLENSIFFER"	21st	London, Rotterdam & Hamburg
"GLENGGLE"	4th Feb.	

Movements are subject to change without notice.

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BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

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SCANDINAVIAN PORTS.

S.S. "SUMATRA" ... Will leave on or about 7th December.

Subject to change without Notice.

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SAILINGS FOR EUROPE:

s.s. "WESTERDYK"	28th Dec. 1925
s.s. "OLDKERK"	23rd Jan. 1926
s.s. "GEMMA"	20th Feb. "

ARRIVALS FROM EUROPE:

s.s. "OLDKERK"	15th Dec. 1925
s.s. "GEMMA"	12th Jan. 1926
s.s. "ZOSMA"	9th Feb. "

All steamers have a limited accommodation for passengers. For Freight, Passengers and further Particulars, please apply to—

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AMERICAN & MANCHURIAN LINE
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 s.s. "CITY OF LINCOLN" ... " ... 28th December

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

s.s. "WEIRBANK" ... via Suez Canal ... 1st January

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "CITY OF GLASGOW" ... 1st December
 For Marseilles, London, Rotterdam & Hamburg.
 s.s. "CITY OF BARODA" ... 14th December
 For Haifa, London, Rotterdam & Hamburg.

FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
 "B" 1st Class £20. 2nd Class £15.

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ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mombasa Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, (Zimbe, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD. [13]
 Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the
BLUE FUNNEL LINE
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
 AND
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

s.s. "KEEMUN" ... via Suez Canal ... 7th Dec.
 s.s. "CITY OF DUBAN" ... " ... 19th Dec.
 s.s. "CITY OF LINCOLN" ... " ... 28th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**

and
NEW YORK

s.s. "SLAVIC PRINCE" ... 30th Jan., 1924.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
 (Incorporated in Great Britain)
 King's Building. 21

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhoea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
 For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.
 English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING CASH CHEMISTS.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,835	10th Dec. Noon	Singapore, Penang, Colombo & B'way.
"KASHGAR"	10,911	13th Dec. Noon	Marseilles & London.
"MACEDONIA"	9,005	26th Dec.	Mars., London & Antwerp.
"KASHMIR"	11,099	9th Jan.	Marseilles & London.
"KASHGAR"	9,114	23rd Jan.	Marseilles, London, & Antwerp.
"MACEDONIA"	9,007	4th Feb.	Singapore, Penang, Colombo, & B'way.
"KASHMIR"	10,941	5th Feb.	Marseilles & London.
"KASHGAR"	9,005	20th Feb.	Mars., London, & Antwerp.
"MACEDONIA"	10,903	6th Mar.	Marseilles & London.
"KASHMIR"	8,835	13th Mar.	Mars., London, Antwerp, & Hamburg.
"KASHGAR"	9,135	20th Mar.	Marseilles, London, & Antwerp.
"MACEDONIA"	10,918	3rd Apr.	Marseilles & London.
"KASHMIR"	8,155	17th Apr.	Marseilles, London & Antwerp.
"KASHGAR"	9,144	21st Apr.	Marseilles, London & Antwerp.
"MACEDONIA"	11,099	1st May	Marseilles & London.
"KASHGAR"	9,005	15th May	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	8th Dec.	Singapore, Penang & Calcutta
"TALAMBA"	9,015	15th Dec.	do.
"TALAMBA"	10,000	25th Dec.	do.
"TAKADA"	6,949	11th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	8,288	2nd Dec. 5 p.m.	Manila, Sandakan, & B'way.
"TALAMBA"	9,000	6th Jan.	Manila, Sandakan, & B'way.
"TALAMBA"	4,500	3rd Feb.	Manila, Sandakan, & B'way.
"TANDA"	8,288	3rd Mar.	Singapore & Melbourne.
"TALAMBA"	9,000	7th Apr.	Singapore & Melbourne.
"TALAMBA"	4,500	5th May.	Singapore & Melbourne.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Kobe, Kaulaung, Luebo, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via South America, (San Francisco, etc.) The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Co.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	8th Dec.	Kobe.
"MACEDONIA"	11,099	15th Dec.	Shanghai, Moji & Kobe.
"TALAMBA"	6,000	12th Dec.	Moji, Kobe & Yokohama.
"TAKADA"	6,949	24th Dec.	Kobe.
"KHYBER"	9,114	26th Dec.	Shanghai Moji & Kobe.
1925			
"SICILIA"	6,812	1st Jan.	Shanghai, Moji & Kobe.
"MALWA"	10,841	9th Jan.	Shanghai Moji & Kobe.
"DELTA"	4,037	9th Jan.	Shanghai & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama.
"KASHMIR"	9,128	23rd Jan.	Shanghai, Moji & Kobe.
"MACEDONIA"	10,903	6th Feb.	Shanghai & Kobe.
"KASHMIR"	8,835	6th Feb.	Moji, Kobe & Yokohama.
"TANDA"	8,155	6th Feb.	Shanghai, Moji & Kobe.
"KHYBER"	9,135	20th Feb.	Shanghai, Moji & Kobe.
"MALWA"	10,841	4th Mar.	Moji, Kobe & Yokohama.
"KASHMIR"	6,000	13th Mar.	Shanghai, Moji & Kobe.
"KASHGAR"	9,144	13th Mar.	Shanghai, Moji & Kobe.
"MACEDONIA"	8,155	20th Mar.	do.
"ST. ALBANS"	11,099	2nd Apr.	Moji, Kobe & Yokohama.
"KASHGAR"	4,500	11th Apr.	Shanghai, Moji & Kobe.
"KHYBER"	9,005	16th Apr.	Shanghai, Moji & Kobe.
"MALWA"	9,114	30th Apr.	Shanghai, Moji & Kobe.
"MACEDONIA"	10,841	14th May.	Shanghai, Moji & Kobe.
"KASHMIR"	10,941	28th May.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	11th June.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passengers' Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.,

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)
 Capt. W. C. Fraser, Tuesday, 8th Dec., 4 p.m.
 *Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING" "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00, including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.
 General Managers.

CHINA NAVIGATION CO., LIMITED.

HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On	3rd Dec.	10 a.m.
SWATOW & SHANGHAI	"CHENAN"	On	4th Dec.	D.L.
SHANGHAI & TSINGTAO	"SUNNING"	On	5th Dec.	4 p.m.
HONGKONG	"YINGCHOW"	On	5th Dec.	5 p.m.
NINGPO	"PAKHOI"	On	6th Dec.	10 a.m.
AMOI & SHANGHAI	"SINKIANG"	On	8th Dec.	5 p.m.
SWATOW & SHANGHAI	"SHIANG"	On	10th Dec.	4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On	12th Dec.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On	12th Dec.	4 p.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 35. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This Vessel will sail hence on Friday, December 4th at Noon,

FOR— **MANILA PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS**

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
 (Sailings Subject to Alteration.)

For Freight and Passage, apply to— **BUTTERFIELD & SWIRE.**
 Telephone: Central 35. Agents. [16]

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "CORBY CASTLE" ... Sails 20th Jan.

LYOYD TRIESINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FUTURE).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "TRIESTE" (cargo only) ... Sails 7th Dec.

M.S. "VIMINALE" ... Sails 8th Dec.

M.S. "ESQUILINO" ... Sails 8th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.S. "VIMINALE" ... Sails 4th Jan.

M.S. "ESQUILINO" ... Sails 4th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... (Sails from Calcutta 30th Dec.

Colombo: 10th Jan.

S.S. "UMVOLOSI" ... (Sails from Calcutta 31st Jan.

Colombo: 10th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO. LIMITED

Telephone: Central 1038. Agents. [17]

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamer	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for S' ai. and Japan	Probable Sailings from Hongkong for Marseilles
ANDRE LEBON	A ... 1925	1925	8th Dec., 1925
PAUL LECAT	A ...		22nd Dec.
AMBOISE	B ... 6th Nov.	9th Dec.	5th Jan., 1926.
AMAZONE	B ... 20th Nov.	23rd Dec.	19th Jan.
FONTAINE BLEAU	B & A ... 4th Dec.	6th Jan., 1926	3rd Feb.
D'ARTAGNAN	A ... 18th Dec.	20th Jan.	18th Feb.
ANGKOR	B ... 1st Jan.	3rd Feb.	2nd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... £ 95. 0d. Od. B Class (1st Class) ... £ 73. 0d. Od.

STEAMERS/2nd ... £ 68. 0d. Od. STEAMERS (2nd) ... £ 20. 0d. Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

s.s. "DUNKIRK" ... loading for HAVRE, ANTWERP

s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st December.

Sailings subject to alteration without notice.

For full Particulars, apply to— **MESSAGERIES MARITIMES CO.**

Telephone: Central 740. 3, QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION.

